

# TOWN OF FAIRHAVEN, MASSACHUSETTS

## PHASE IV – HEDGE STREET

### ROADWAY IMPROVEMENT PROJECT

### JUNE 25, 2025

PUBLIC WORKS DEPARTMENT  
VINCENT FURTADO, BPW SUPERINTENDENT

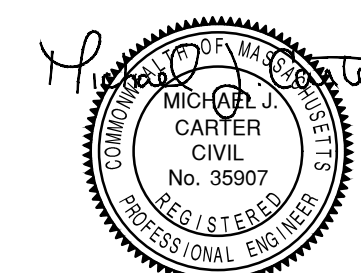
PLANNING DEPARTMENT  
PAUL DIGIUSEPPE, DIRECTOR PLANNING & ECONOMIC DEVELOPMENT

TOWN HALL ADDRESS  
40 CENTER STREET  
FAIRHAVEN, MA 02719



IMAGE OBTAINED FROM: "OFFICE OF GEOGRAPHIC AND ENVIRONMENTAL INFORMATION (MASSGIS), COMMONWEALTH OF MASSACHUSETTS"

LOCUS PLAN  
SCALE : 1" = 1,000'±



05/28/2025

#### INDEX TO DRAWINGS

SHEET NO.	DESCRIPTION
1.	COVER
2.	LEGEND & CONSTRUCTION NOTES
3.	EXISTING CONDITIONS PLAN
4.	PLAN & PROFILE, STATION 5+75 – 9+30
5.	PLAN & PROFILE, STATION 9+30 – 13+79
6.	SITE PLAN
7.	MISCELLANEOUS DETAILS I
8.	MISCELLANEOUS DETAILS II
9.	MISCELLANEOUS DETAILS III
10.	MISCELLANEOUS DETAILS IV
11.	MISCELLANEOUS DETAILS V
12.	WATER SYSTEM BYPASS PLAN – ALTERNATE

GCG ASSOCIATES INC.

CONSULTING ENGINEERS

WILMINGTON,

BID SET  
MASSACHUSETTS

PLAN 1 OF 12 JUNE 25, 2025



ABBREVIATIONS

ACP	ASBESTOS CEMENT PIPE
BBC	BITUMINOUS BERM CURB
BLDG	BUILDING
BND	BOUND
BIT	BITUMINOUS
BM	BENCH MARK
BOL	BOLLARD
BRK	BRICK
CB	CATCH BASIN
CS	COMBINED SEWER
C	CONDUIT
CL	CENTERLINE
CIP	CAST IRON PIPE
CMP	CORRUGATED METAL PIPE
CSMH	COMBINED SEWER MANHOLE
CST	COBBLESTONE
CULV	CULVERT
CO	COUNTY
CONC	CONCRETE
C.L.D.I.	CONC. LINED DUCTILE IRON
CLF	CHAIN LINK FENCE
DI	DUCTILE IRON PIPE
DR	DRIVE
DMH	DRAIN MANHOLE
EMH	ELECTRIC MANHOLE
EX	EXISTING
FAB	FIRE ALARM BOX
EOP	EDGE OF PAVEMENT
EOR	EDGE OF GRAVEL ROAD
FDMH	FIRE DEPT. MANHOLE
GAR	GARAGE
G	GAS LINE
GBC	GRANITE BLOCK CURB
GI	GUTTER INLET
GD	GROUND
GV	GAS VALVE
HW	HEADWALL
HSE	HOUSE
HOR	HORIZONTAL
HYD	HYDRANT
HP	HIGH PRESSURE
L	LEAD
LP	LIGHT POLE
MB	MAIL BOX
MH	MANHOLE
MHB	MASSACHUSETTS HIGHWAY BOUND
MIN	MINIMUM
NG	NATURAL GAS
PE	POLYETHYLENE PIPE
PROP	PROPOSED
PL	APPROXIMATE PROPERTY LINE
RCP	REINFORCED CONCRETE PIPE
RET WALL	RETAINING WALL
ROW	APPROXIMATE RIGHT OF WAY
RR	RAILROAD
SB	STONE BOUND
SN	SIGN
SMH	SEWER MANHOLE
STA	STATION
S	SEWER LINE
SS	SEWER SERVICE
STL	STEEL
SW	SIDEWALK
TMH	TELEPHONE MANHOLE
T	TREE
TS	TRAFFIC SIGN
TYP	TYPICAL
UP	UTILITY POLE
VCP	VITRIFIED CLAY PIPE
VERT	VERTICAL
W	WATER MAIN
WALK	WALKWAY
WG	WATER GATE
WD	WOOD
WIP	WROUGHT IRON PIPE
WMH	WATER MANHOLE
W	WATER SERVICE
WSO	WATER SERVICE SHUTOFF
WV	WATER VALVE

SYMBOLS

1. THE FOLLOWING SYMBOLS ARE USED TO IDENTIFY UTILITY APPURTENANCES.
2. THE SIZE AND TYPE IS NOTED ON THE PLANS ADJACENT TO THE SYMBOL.

	BENCHMARK
	BOUND
	BUILDING
	CATCH BASIN
	TREE
	BUSH OR SHRUB
	DRAIN MANHOLE
	FLARED END
	GAS VALVE
	HYDRANT
	LIGHT POLE
	ROCK
	SEWER MANHOLE
	UTILITY POLE
	WATER VALVE
	SIGN

LINEWORK

EXISTING	PROPOSED	
		CONTOUR MAJOR
		CONTOUR MINOR
		CURB
		DRAIN LINE
		DRIVEWAY
		EDGE OF PAVEMENT
		FENCE
		GAS LINE
		SEWER LINE
		SIDEWALK
		WATER LINE

WATER SYSTEM NOTES

- 1.) LOCATION OF PROPOSED WATER MAINS AND APPURTENANCES MAY BE ALTERED IN THE FIELD BY THE ENGINEER TO SUIT FIELD CONDITIONS. THE CONTRACTOR SHALL EXCAVATE TEST PITS ALONG THE ALIGNMENT OF THE PROPOSED WATER MAIN AT A MINIMUM 200' SPACING TO DETERMINE THE LOCATION OF THE EXISTING WATER MAIN AND SERVICES AS REQUIRED BY THE ENGINEER AND PRIOR COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL PLAN AND PERFORM TEST PIT EXCAVATION WELL IN ADVANCE OF COMMENCING CONSTRUCTION TO ALLOW TIME TO REVIEW ACTUAL CONDITIONS ENCOUNTERED. TEST PITS NOT SPECIFICALLY IDENTIFIED SHALL BE EXCAVATED BY THE CONTRACTOR AT THE DIRECTION OF THE ENGINEER. INCLUDE FOR PAYMENT UNDER THE UNCLASSIFIED EXCAVATION ITEM 4A.
- 2.) THE CONTRACTOR SHALL VERIFY THE LOCATION OF EXISTING WATER SERVICES SHOWN ON THE PLAN AND BE RESPONSIBLE FOR LOCATING ANY ADDITIONAL SERVICES NOT SHOWN.
- 3.) EXISTING WATER SERVICE REPLACEMENT SHALL BE DONE ONCE THE PROPOSED WATER MAIN IS TESTED AND DISINFECTED.
- 4.) THE CONTRACTOR SHALL BRACE AND SUPPORT ALL UTILITIES CROSSED OR ADJACENT TO THE WATER MAIN CONSTRUCTION AS NECESSARY.
- 5.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL AFFECTED WATER CUSTOMERS, IN WRITING, OF SHUTTING OFF SERVICE AT LEAST TWO DAYS PRIOR TO SHUTDOWN. NOTICE CARDS WILL BE FURNISHED BY THE CONTRACTOR WHICH WILL INCLUDE THE HOURS OF SHUTDOWN AND NOTE THAT A TEMPORARY RUSTY WATER CONDITION MAY EXIST. NOTICE CARDS WILL ALSO HAVE SPACE FOR THE CONTRACTOR TO FILL IN THE SPECIFIC DATES FOR EACH SHUTDOWN. THE WORK SHALL BE SCHEDULED IN SECTIONS, AS APPROVED BY THE ENGINEER, AS IT IS NECESSARY TO ALLOW FOR COMPLETION OF THE WORK AND RESTORATION OF SERVICE TO THE CUSTOMER WITHIN THE TIMES SPECIFIED BY THE ENGINEER.
- 6.) THE CONTRACTOR SHALL SUPPORT UTILITY POLES WITHIN 10 FEET OF THE PROPOSED PIPE WORK OR AS DIRECTED BY THE ENGINEER. COST ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN THE PRICE OF MISCELLANEOUS WORK ITEM.
- 7.) PROPOSED FITTINGS AND VALVES SHALL BE RESTRAINED BY MJ RESTRAINTS (MEGALUG OR EQUAL).
- 8.) PROPOSED CORPORATION COCKS, CURB STOPS AND COPPER TUBING FOR EACH HOUSE SERVICE SHALL BE 3/4 INCH IN SIZE UNLESS OTHERWISE NOTED OR DIRECTED BY THE ENGINEER. WATER DEPARTMENT RECORDS INDICATE THAT THE WATER SERVICE TO 78 HEDGE STREET IS 1" DIAMETER AND SHALL BE REPLACED SAME SIZE.
- 9.) UNLESS OTHERWISE NOTED, THE PROPOSED WATER MAIN SHALL BE INSTALLED WITH A MINIMUM GROUND COVER OF FIVE FEET.
- 10.) THE EXISTING WATER SERVICES SHALL BE REPLACED TO THE PROPERTY LINE AND CURB STOP.
- 11.) PROPOSED WATER PIPE SHALL BE CEMENT LINED DUCTILE IRON (C.L.D.I.), CLASS 52.
- 12.) THE EXISTING WATER SYSTEM SHALL BE ABANDONED BY CLOSING VALVES, REMOVING VALVE BOXES AND HYDRANTS, CAPPING ALL PIPE ENDS, REMOVING THE TEMPORARY COUPLINGS AND CONNECTIONS UPON ACTIVATION OF THE PROPOSED WATER SYSTEM.
- 13.) ANY EXISTING WATER PIPE REMOVED SHALL BE DISPOSED OF BY THE CONTRACTOR. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE PRICE OF THE ASSOCIATED PIPE ITEM.
- 14.) THE WATER MAIN ON ADAMS STREETS IS CAST IRON.
- 15.) MASSDOT "TYPE E" CONTROLLED DENSITY FILL (FLOW FILL) AND A 4" THICKNESS PERMANENT HMA TRENCH PAVEMENT SHALL BE INSTALLED IN THE WATER TRENCH ON ADAMS STREET WITHIN THE LIMITS AS SHOWN ON THE PLANS.

ROADWAY RECONSTRUCTION NOTES

- 1.) ALL TRENCHES WILL BE MECHANICALLY COMPACTED AS DETERMINED BY THE ENGINEER. ALL TRENCHES WILL BE COMPACTED TO 95% COMPACTION. INCLUDE PAYMENT UNDER ASSOCIATED PIPE ITEMS.
- 2.) AFTER THE COMPACTION PROCESS IS COMPLETED, THE CONTRACTOR SHALL MAINTAIN TRENCH GRAVEL FLUSH TO EXISTING GRADE UNTIL TRENCH PAVING IS INSTALLED AS REQUIRED BY THE ENGINEER.
- 3.) THE CONTRACTOR WILL ALLOW THE TRENCHES TO SETTLE THE REQUIRED PERIOD (30 DAY MIN) AS STATED IN THE SPECIFICATIONS PRIOR TO RECLAIMING THE ENTIRE WIDTH OF THE STREET
- 4.) PRIOR TO RECLAIMING HEDGE STREET, THE CONTRACTOR SHALL COMPLETE ALL EXCAVATING AND PREPARING SUBGRADE REQUIRED TO GRADE THE RECLAIMED BASE TO THE PROPOSED PLAN AND PROFILE AND ALSO LOWER ALL CASTINGS AS SPECIFIED IN SECTION 02220 OF THE CONTRACT SPECIFICATIONS.
- 5.) THE CONTRACTOR SHALL FURNISH AND AND INSTALL OR REMOVE AND RESET SIGNS AS REQUIRED TO PERFORM THE PROPOSED WORK.
- 6.) THE CONTRACTOR SHALL BE PAID FOR WORK REQUIRED TO SUPPORT OR REMOVE AND REPLACE EXISTING STRUCTURES AND UTILITY LINES ADJACENT TO OR WITHIN THE LIMITS OF TRENCH EXCAVATION UNDER LUMP SUM ITEM NO. 7B (MISC. WORK).
- 7.) THE CONTRACTOR SHALL MAINTAIN ONE LANE OF TRAFFIC AT ALL TIMES DURING THE CONSTRUCTION, AND SHALL MAINTAIN ACCESS TO ALL RESIDENTIAL DRIVEWAYS AND ACCESS WAYS.
- 8.) THE CONTRACTOR SHALL RECLAIM THE ENTIRE WIDTH OF EXISTING PAVEMENT MATERIAL ON EACH STREET. THE LIMITS (EDGE OF PAVEMENT) OF THE EXISTING PAVED SURFACE ARE SHOWN IN THE PLAN VIEW OF THESE CONSTRUCTION DRAWINGS.
- 9.) AFTER PULVERIZING THE EXISTING IN PLACE ASPHALT AND UNDERLYING MATERIALS (TOTAL OF 16" DEPTH FROM PROPOSE GRADE), THE CONTRACTOR SHALL PLACE, GRADE AND COMPACT THE EXISTING RECLAIMED BASE COURSE TO A 12" DEPTH AS SHOWN ON THE TYPICAL ROADWAY CROSS-SECTION PLAN TO ALLOW THE PLACEMENT OF A 2-1/2" INTERMEDIATE "BINDER" COURSE (SIC-19.0-TABLE 460.10-1) AND A 1-1/2" SURFACE COURSE (SSC-9.5-TABLE 460.10-1) AS SPECIFIED AND ACCORDING TO MASSDOT SUBSECTION 460-"HOT MIX ASPHALT PAVEMENT FOR LOCAL STREETS".
- 10.) ALL PROPOSED CUTS AND FILLS REQUIRED TO GRADE THE RECLAIMED MATERIAL TO A 12" DEPTH SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 5B (RECLAIM ITEM).
- 11.) THE CONTRACTOR SHALL FINE GRADE THE EXISTING RECLAIMED BASE COURSE MATERIAL NO MORE THAN 24 HOURS PRIOR TO THE PLACEMENT OF THE 2 1/2" BASE COURSE PAVEMENT, ALL GRADING, COMPACTION AND DUST CONTROL ASSOCIATED WITH THE RECLAIMED BASE COURSE SHALL BE INCLUDED IN THE PRICE OF ITEM 4B (FINE GRADING).
- 12.) THE CONTRACTOR SHALL GRADE THE EXISTING RECLAIMED BASE COURSE MATERIAL TO MATCH PROPOSED CENTERLINE GRADE AS SHOWN ON THE PROPOSED PROFILE AND TO MEET THE PAVEMENT REQUIREMENTS SHOWN ON THE TYPICAL ROADWAY CROSS SECTION PLAN.
- 13.) THE COSTS ASSOCIATED WITH THE EXCAVATION, PLACEMENT AND DISPOSAL OF SURPLUS SUBBASE MATERIAL SHALL BE INCLUDED IN THE PRICE OF THE RECLAIMED BASE COURSE ITEM 5B. SURPLUS SUBBASE MATERIAL IS THE PROPERTY OF THE CONTRACTOR. SEE SECTION 01025/02220, ITEM 5B OF THE CONTRACT SPECIFICATIONS.
- 14.) THE CONTRACTOR SHALL STOCKPILE AND RETAIN SUFFICIENT SURPLUS SUBBASE AND RECLAIMED PAVEMENT SUBBASE MATERIALS TO USE AS NEEDED IN THE ENTIRE PROJECT AREA. NO ADDITIONAL PAYMENT FOR PLACEMENT SHALL BE MADE UNDER ITEM 5B. SURPLUS SUBBASE AND RECLAIMED PAVEMENT SUBBASE MATERIAL SHALL BE USED ONSITE PRIOR TO GRAVEL BORROW MATERIAL.
- 15.) THE CONTRACTOR SHALL REMOVE AND REPLACE OR SUPPORT UTILITY POLES WITHIN 10 FEET OF THE PROPOSED PIPE CENTERLINE OR AS DIRECTED BY THE ENGINEER. INCLUDE ALL ASSOCIATED COSTS UNDER MISCELLANEOUS WORK ITEM.
- 16.) THE CONTRACTOR SHALL LOAM AND SEED ALL DISTURBED AREAS.
- 17.) THE ENGINEER IN THE FIELD SHALL DETERMINE WHICH DRIVEWAYS REQUIRE REMOVAL OF EXISTING PAVEMENT AND REPLACEMENT TO TRANSITION TO THE PROPOSED BACK OF SIDEWALK.
- 18.) ALL WORK REQUIRED TO LOWER, RAISE, AND EXTEND THE EXISTING CASTINGS & VALVE BOXES TO THE PROPOSED FINISH GRADE SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 5B. ALL WATER AND GAS GATE BOXES SHALL BE REPLACED TO THE VALVE AND PAID UNDER THE ASSOCIATED ITEM.
- 19.) ALL CASTINGS, GATE BOXES, ETC. DAMAGED BY THE CONTRACTOR DURING RECONSTRUCTION SHALL BE SUPPLIED AND REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

STOCKPILED EXCAVATED MATERIALS

- 1.) THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING A LOCATION FOR STAGING AND STORING STOCKPILED MATERIALS.
- 2.) THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF THE LOCATION AND ANY PRIVATE AGREEMENTS AND ALL FEES THAT MAY BE ASSOCIATED WITH THE USE OF AN AREA FOR STORING STOCKPILED MATERIALS.
- 3.) THE TOWN OF FAIRHAVEN IS NOT RESPONSIBLE FOR PROVIDING A LOCATION FOR STAGING OR STORAGE OF STOCKPILED MATERIAL.
- 4.) NO EQUIPMENT SHALL BE ALLOWED TO BE PARKED ON THE ROAD WHEN NOT IN USE WITHOUT THE PERMISSION OF THE FAIRHAVEN DPW, FIRE AND POLICE..
- 5.) STOCKPILED SUITABLE EXCAVATED MATERIAL SHALL BE USED ONSITE FOR SUITABLE TRENCH BACKFILL AND OTHER AREAS REQUIRING SUITABLE BACKFILL. NO ADDITIONAL PAYMENT SHALL BE MADE FOR THE PLACEMENT OF THIS MATERIAL.
- 6.) ALL SURPLUS EXCAVATED MATERIALS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DISPOSE OF OFFSITE IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS.

STOCKPILED EXCAVATED MATERIALS

- 1.) STOCKPILED SUITABLE EXCAVATED MATERIAL (EXCAVATED UNDER ITEM 5B) SHALL BE USED ONSITE FOR ROADWAY SUBGRADE, SIDEWALKS, MISCELLANEOUS DRIVEWAYS AND OTHER AREAS REQUIRING SUITABLE GRAVEL SUBBASE. NO ADDITIONAL PAYMENT SHALL BE MADE FOR THE PLACEMENT OF THIS MATERIAL.

RAISING CASTINGS

- 1.) PRIOR TO RECLAIMING THE EXISTING PAVEMENT, ALL CASTINGS SHALL BE BE REMOVED AND STORED FOR REUSE. STRUCTURES SHALL THEN BE PLATED AT A 16" MINIMUM DEPTH AND BRICK WORK REMOVED AND DISPOSED OF AS REQUIRED.
- 2.) ALL CASTINGS, CATCH BASINS AND WATER BOXES WILL BE RAISED TO BINDER GRADER AFTER PLACEMENT OF THE 2-1/2" BINDER PAVING COURSE. (FALL 2025 CONSTRUCTION SEASON)
- 3.) ALL CASTINGS WILL BE RAISED TO FINISH GRADE PRIOR TO PLACEMENT OF THE 1-1/2" FINAL PAVING COURSE. (SPRING 2026 CONSTRUCTION SEASON)

CONSTRUCTION SEQUENCE

- 1.) SPRING 2026 INSTALL SIDEWALKS, LOAM AND SEED AND 1-1/2" FINAL PAVING ON HEDGE STREET AS SPECIFIED.

MISCELLANEOUS AND DRAINAGE NOTES

- 1.) THE CONTRACTOR SHALL CUT JOINTS IN THE EXISTING PAVEMENT AREAS WHERE THE PROPOSED PAVEMENT SHALL MEET TO ALLOW A SMOOTH TRANSITION AFTER PAVING. ALL JOINTS SHALL BE SANDED AND SEALED. PAYMENT UNDER ASSOCIATED PAVING ITEM.
- 2.) THE CONTRACTOR WILL INSTALL ALL TEMPORARY SEDIMENTATION BARRIERS AS REQUIRED DURING CONSTRUCTION PHASING. INCLUDE FOR PAYMENT UNDER MISCELLANEOUS WORK ITEM.
- 3.) PAYMENT FOR REMOVING AND DISPOSING OF EXISTING MANHOLES, CATCH BASINS AND PIPE AS SPECIFIED AND SHOWN ON THE PLANS TO BE INCLUDED FOR PAYMENT THE ASSOCIATED ITEM.
- 4.) THE CONTRACTOR SHALL EXCAVATE TEST PITS ALONG THE ALIGNMENT OF THE PROPOSED DRAINAGE PIPE TO LOCATE THE EXISTING WATER AND GAS MAINS AND SERVICES AS REQUIRED BY THE ENGINEER AND PRIOR TO ORDERING THE DRAINAGE PIPE AND COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL PLAN AND PERFORM TEST PIT EXCAVATION WELL IN ADVANCE OF COMMENCING CONSTRUCTION TO ALLOW TIME TO REVIEW ACTUAL CONDITIONS ENCOUNTERED. TEST PITS NOT SPECIFICALLY IDENTIFIED SHALL BE EXCAVATED BY THE CONTRACTOR AT THE DIRECTION OF THE ENGINEER. INCLUDE FOR PAYMENT UNDER THE UNCLASSIFIED EXCAVATION ITEM.
- 5.) EXISTING GRATES, FRAMES AND COVERS REMOVED OR REPLACED FROM THE WORK SHALL BE DELIVERED TO THE FAIRHAVEN DPW GARAGE BY THE CONTRACTOR. INCLUDE FOR PAYMENT UNDER MISC. WORK ITEM.
- 6.) REMOVAL AND DISPOSAL OF THE EXISTING POURED IN PLACE CONCRETE CURB REMOVED FROM THE WORK SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. INCLUDE FOR PAYMENT UNDER MISC. WORK ITEM.

FINE GRADING AND COMPACTING

THE CONTRACTOR SHALL FINE GRADE AND COMPACT ALL AREAS IN PREPARATION FOR PAVEMENT, INCLUDING, BUT NOT LIMITED TO THE ROADWAY AREAS AND TRANSITION DRIVEWAY AREAS. THE CONTRACTOR SHALL ALSO STRAIGHT CUT ALL EXISTING JOINTS AND EDGES IN PREPARATION FOR FINAL PAVEMENT. PAYMENT UNDER ITEM 4B (FINE GRADING AND COMPACTION).

- 1.) PAYMENT FOR GRADING AND COMPACTING THE PROPOSED CONC. SIDEWALK, RAMPS, AND DRIVEWAY APRONS SHALL BE INCLUDED UNDER THE ASSOCIATED CONCRETE ITEM.

SEWER NOTES

- 1.) THE CONTRACTOR IS RESPONSIBLE TO DETERMINE THE LOCATION OF THE EXISTING SEWER SERVICES AT THE TOWN PROPERTY LINE FOR CONNECTION TO THE PROPOSED SEWER.
- 2.) ALL FITTINGS, ADAPTERS, COUPLINGS, CAPS, ETC. ASSOCIATED WITH THE PROPOSED SEWER AND DRAINAGE SYSTEM SHALL BE INCLUDED FOR PAYMENT IN THE ASSOCIATED PIPE ITEM.
- 3.) THE PROPOSED SEWER SERVICES ARE SHOWN IN THEIR APPROXIMATE LOCATION. THE EXACT LOCATION OF EACH SEWER SERVICE WILL BE DETERMINED BY THE ENGINEER AFTER TEST PITS ARE COMPLETED.
- 4.) THE SEWER SERVICE PIPE SHALL BE 6" SCH 35 PVC.
- 5.) THE EXISTING 8" VC SEWER MAIN ALONG HEDGE STREET SHALL REMAIN IN SERVICE DURING THE INSTALLATION OF THE PROPOSED 8" PVC AND SHALL BE BYPASS PUMPED BY THE CONTRACTOR DURING CONSTRUCTION.
- 6.) DURING CONSTRUCTION OF THE SEWER MAIN, THE CONTRACTOR SHALL MAKE TEMPORARY WATER TIGHT CONNECTIONS TO EXISTING SERVICES UNTIL SERVICES ARE REPLACED TO THE PROPERTY LINE.
- 7.) AFTER CONSTRUCTION OF THE PROPOSED SEWER MAIN AND MANHOLES IS COMPLETE, THE EXISTING SEWER SERVICES SHALL BE REPLACED WITH 6" SCH 35 PVC FROM THE PROPOSED SEWER MAIN TO THE PROPERTY LINE AND CLEAN OUT.
- 8.) THE EXISTING ASBESTOS CONCRETE SEWER SERVICE TO 88 HEDGE STREET SHALL BE REPLACED WITH 6" SDR35 PVC PIPE FROM THE SEWER MAIN TO THE CLEANOUT. THE EXISTING 8"x6" WYE ON THE MAIN SHALL BE REMOVED AND REPLACED. SEE SECTION 01025-ITEM 10D.

GENERAL NOTES

- 1.) PLANS AND TOPOGRAPHIC INFORMATION ARE PREPARED FROM GROUND SURVEY BY GCG ASSOCIATES, INC.
- 2.) THE LOCATIONS AND ELEVATIONS IN FEET SHOWN REFER TO MA STATE PLANE COORDINATE SYSTEM. (NAD 83 -NAVD 88)
- 3.) THE LOCATIONS OF SUBSURFACE UTILITIES AND STRUCTURES WERE OBTAINED FROM AVAILABLE TOWN AND UTILITY RECORDS. THE SIZE, TYPE AND LOCATION OF UTILITIES SHOWN ARE APPROXIMATE- MATE. THE CONTRACTOR SHALL PROPERLY LOCATE THE UTILITIES PRIOR TO THE BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL OBTAIN UTILITY INFORMATION BY CONTACTING DIGSAFE ( 811) . THE CONTRACTOR SHALL EXCAVATE TEST PITS TO VERIFY UTILITY LINES. PAYMENT INCLUDED UNDER ITEM 4A (UNCLASSIFIED EXCAVATION).
- 4.) WATER MAINS ARE ASSUMED TO BE 5 FEET BELOW THE EXISTING GROUND SURFACE. GAS LINES ARE ASSUMED TO BE 3 FEET BELOW THE EXISTING GROUND SURFACE. TELEPHONE AND ELECTRIC CONDUIT ARE ASSUMED TO BE 2 FEET BELOW THE EXISTING GROUND SURFACE.
- 5.) LOCATION OF PROPOSED DRAINAGE SYSTEM MAY BE ALTERED IN THE FIELD BY THE ENGINEER TO SUIT FIELD CONDITIONS.
- 6.) THE CONTRACTOR SHALL PROVIDE THE OWNER WITH A CONSTRUCTION SCHEDULE DELINEATING THE SEQUENCE OF WORK, TRAFFIC MANAGEMENT PLAN AND ESTIMATED TIME OF COMPLETION OF EACH SEGMENT OF WORK, PRIOR TO THE COMMENCEMENT OF WORK.
- 7.) THE CONTRACTOR SHALL MAINTAIN CONTINUOUS TRAFFIC FLOW DURING CONSTRUCTION SATISFACTORY TO THE ENGINEER AND THE TOWN OF FAIRHAVEN. NO EQUIPMENT SHALL BE ALLOWED TO BE PARKED ON THE ROAD WHEN NOT IN USE. MATERIALS SHALL NOT BE STOCKPILED ON THE ROAD.
- 8.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR SITE RESTORATION AND CLEAN UP UPON COMPLETION OF THE PROJECT. PAYMENT ITEM 7B
- 9.) THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES AND PROCEDURES, AND FOR SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH ALL WORK INCLUDED UNDER THIS CONTRACT. THE DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING AND MAINTAINING ALL SAFETY BARRIERS, WARNING FLASHERS AND THE LIKE, AS REQUIRED BY THE CONDUCT OF THE WORK FOR THE PROTECTION OF WORKERS AND NON-WORKERS ALIKE. THE CONTRACTORS ATTENTION IS DIRECTED TO OSHA REQUIREMENTS.
- 10.) ALL CONSTRUCTION SIGNING SHALL CONFORM TO THE REQUIREMENTS OF THE STATE OF MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (MASSDOT) AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) LATEST EDITIONS.
- 11.) PRIOR TO THE PROPOSED CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT FOR REVIEW BY THE TOWN, A TRAFFIC MANAGEMENT PLAN IN COMPLIANCE WITH MASSDOT AND MUTCD. SAID PLAN WILL SHOW HOW TRAFFIC FLOW WILL BE HANDLED DURING CONSTRUCTION. PAYMENT ITEM 7C.
- 12.) THE CONTRACTOR SHALL BE PAID FOR WORK REQUIRED TO SUPPORT OR REMOVE AND REPLACE EXISTING STRUCTURES AND UTILITY LINES ADJACENT TO OR WITHIN THE LIMITS OF EXCAVATION UNDER LUMP SUM ITEM NO. 7B.
- 13.) THE CONTRACTOR SHALL VERIFY THE LOCATION OF EXISTING UTILITY SERVICES AS SHOWN ON THE PLAN AND BE RESPONSIBLE FOR LOCATING ANY ADDITIONAL SERVICES NOT SHOWN.
- 14.) TRENCH DEWATERING COSTS THROUGHOUT THE DURATION OF THE PROPOSED PROJECT SHALL BE INCLUDED IN THE ASSOCIATED BID ITEMS. GROUNDWATER ELEVATION IS TO BE ASSUMED 3 FEET BELOW THE EXISTING GRADE FOR BIDDING PURPOSES.

TRENCH PAVING NOTES

- 1.) ALL TRENCHES SHALL BE SAW-CUT ONLY. NO OTHER METHOD OF CUTTING THE EXISTING PAVEMENT SHALL BE ACCEPTABLE. THIS WORK SHALL BE INCLUDED UNDER THE ASSOCIATED ITEM. NO SEPARATE PAYMENTS SHALL BE MADE FOR THIS CUTTING.
- 2.) THE CONTRACTOR SHALL INSTALL AND MAINTAIN A 2" MINIMUM THICKNESS, TEMPORARY TRENCH PAVING TO STABILIZE THE TRENCHES ON HEDGE STREET. INCLUDE FOR PAYMENT UNDER ITEM 5A. (ALTERNATE 1)
- 3.) THE CONTRACTOR SHALL INSTALL AND MAINTAIN 4" MINIMUM THICKNESS PERMANENT TRENCH PAVING WILL BE INSTALLED ON MAIN STREET. TRENCH PAVING SHALL BE CONSIST OF 2 COURSES OF PAVEMENT CONSISTING OF A MINIMUM OF 1 1/2" TOP COURSE AND 2 1/2" COURSE BINDER COURSE.
- 4.) ALL PAVEMENT JOINTS ARE TO BE SANDED AND SEALED.

BID SET

TOWN OF FAIRHAVEN, MASSACHUSETTS  
HEDGE STREET – PHASE IV

LEGEND & CONSTRUCTION NOTES

GCG ASSOCIATES, INC.

WILMINGTON

MASSACHUSETTS

SCALE: AS NOTED

DATE: JUNE 25, 2025

JOB NO.\FILE NAME:

2487-COVER.dwg

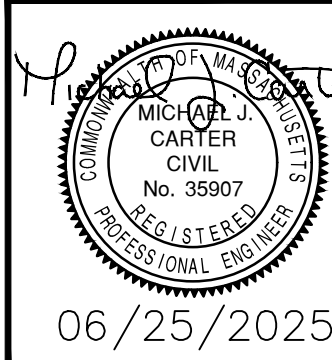
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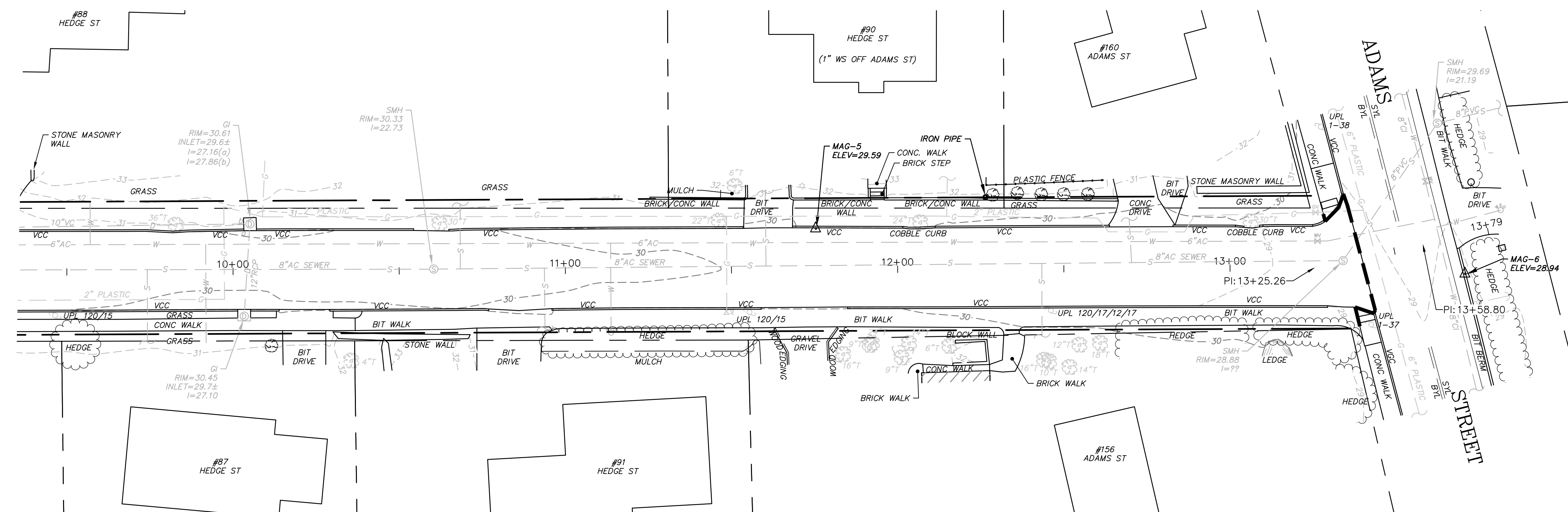
DRAWN BY: J.T.C.

CHECKED BY: M.J.C.

PLAN NO.

2 of 12





## BID SET

TOWN OF FAIRHAVEN, MASSACHUSETTS  
HEDGE STREET – PHASE IV

EXISTING CONDITIONS PLAN  
STA 5+75 - STA 13+79

GCG ASSOCIATES, INC.

WILMINGTON

MASSACHUSETTS

SCALE: 1" = 20'                      DATE: JUNE 25, 2025

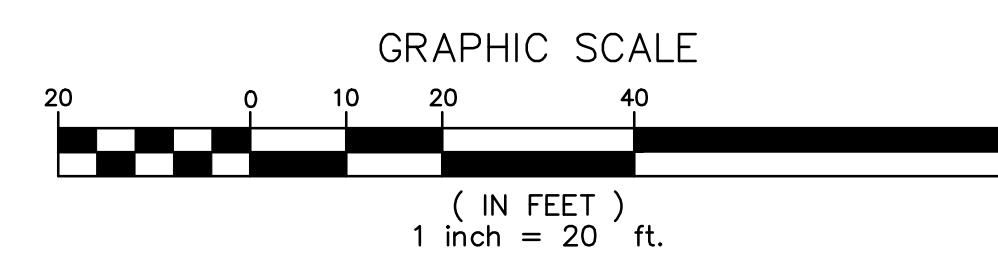
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06/25/2025

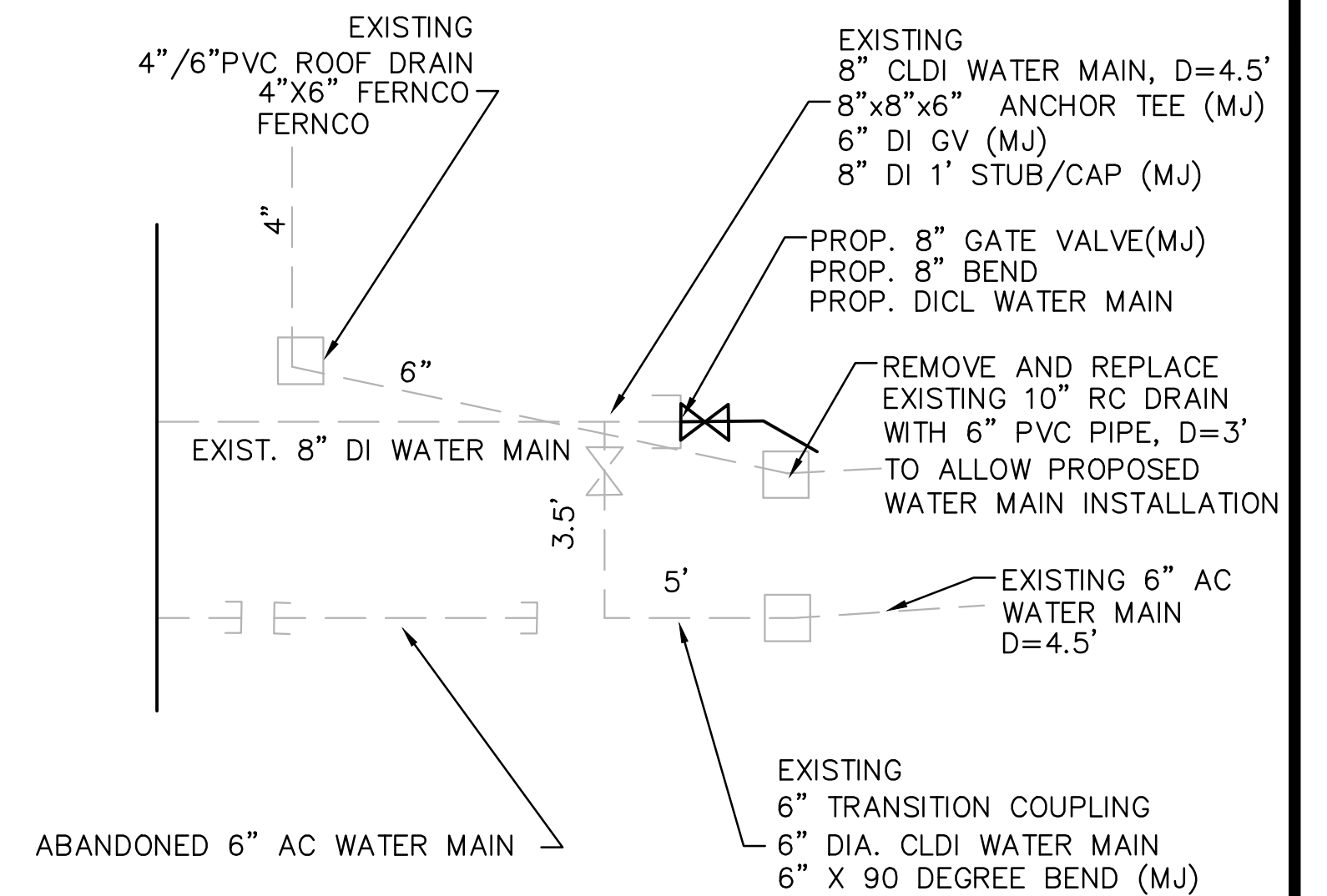
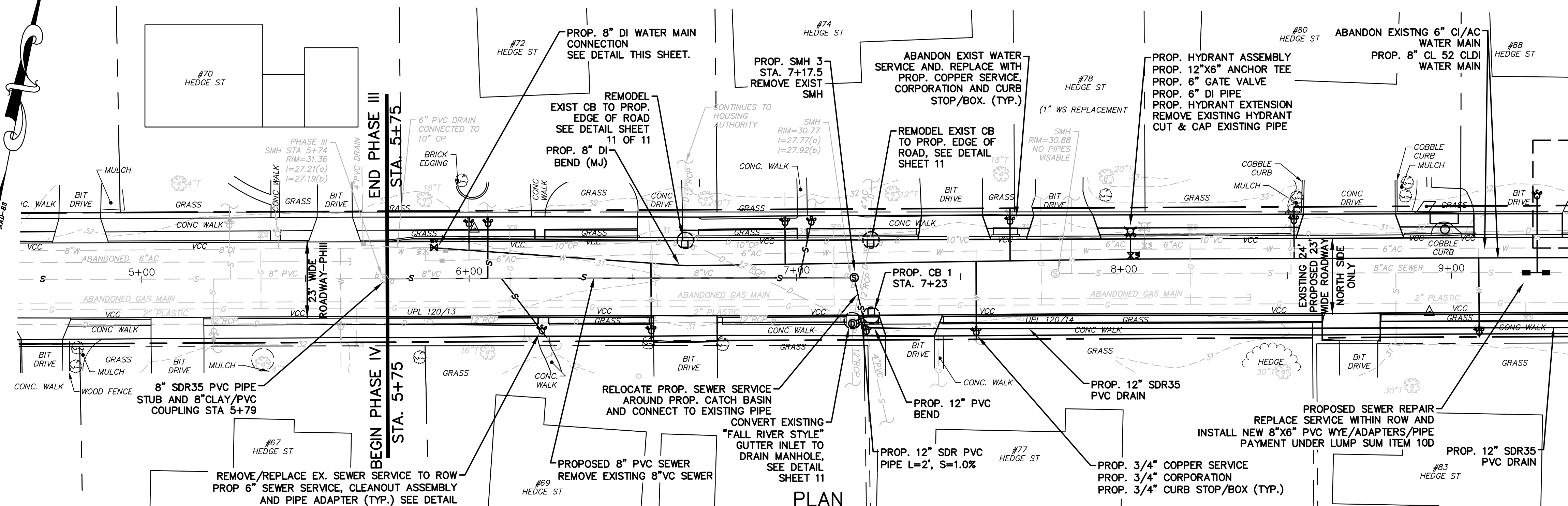
06/25/2025

PLAN  
SCALE: 1" = 20'

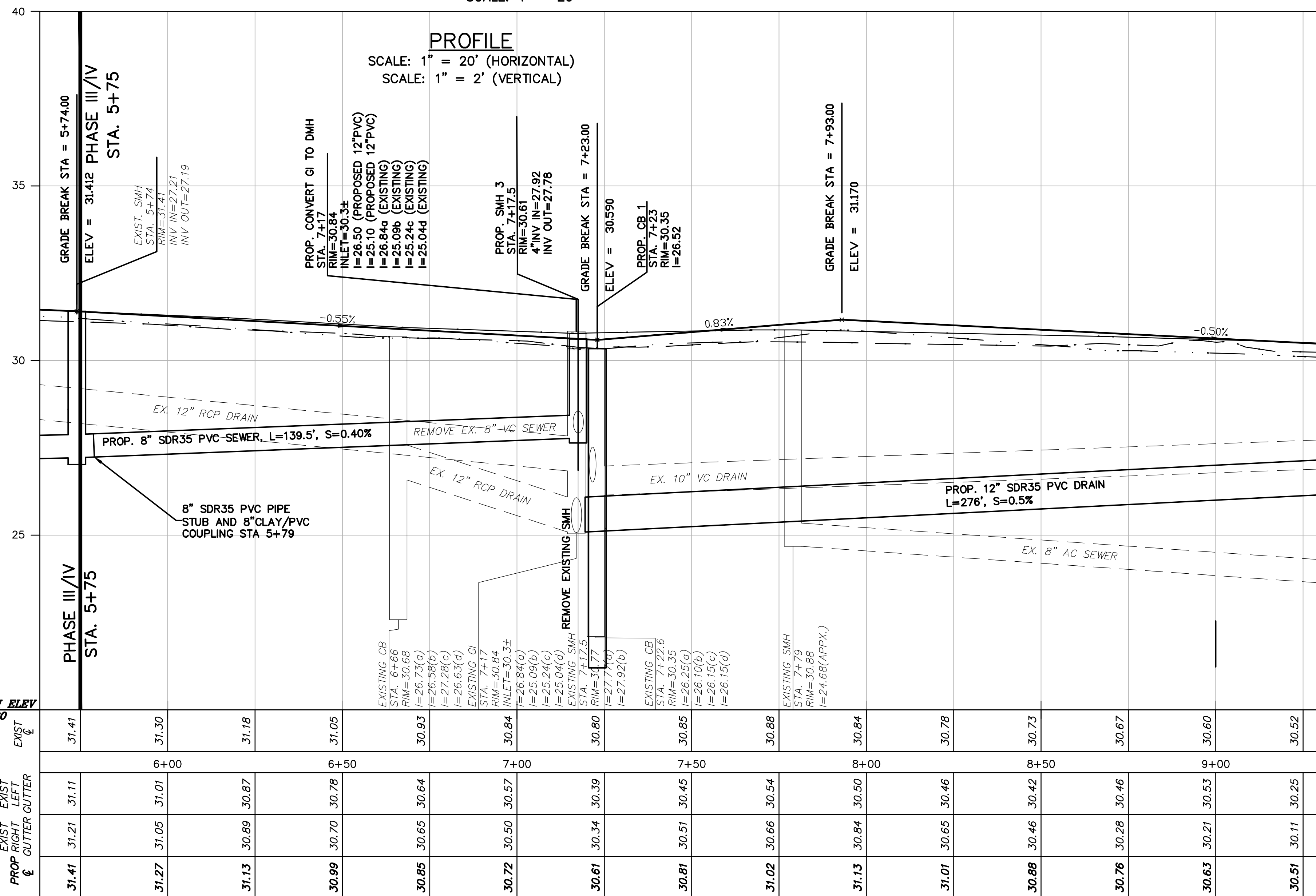




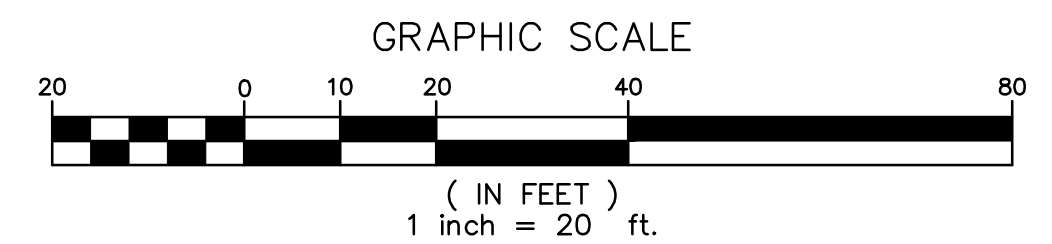
# HEDGE STREET



**PHASE IV - WATER MAIN CONNECTION DETAIL**  
NOT TO SCALE



- EXISTING CENTER LINE
- EXISTING LEFT GUTTER
- EXISTING RIGHT GUTTER
- EXISTING SEWER LINE
- EXISTING DRAIN LINE
- PROPOSED SEWER LINE



## BID SET

TOWN OF FAIRHAVEN, MASSACHUSETTS  
HEDGE STREET - PHASE IV

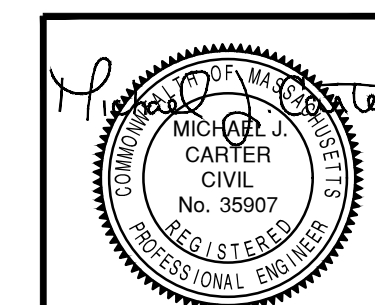
PLAN & PROFILE  
STA 5+75 - STA 9+30

**GCG ASSOCIATES, INC.**

WILMINGTON MASSACHUSETTS

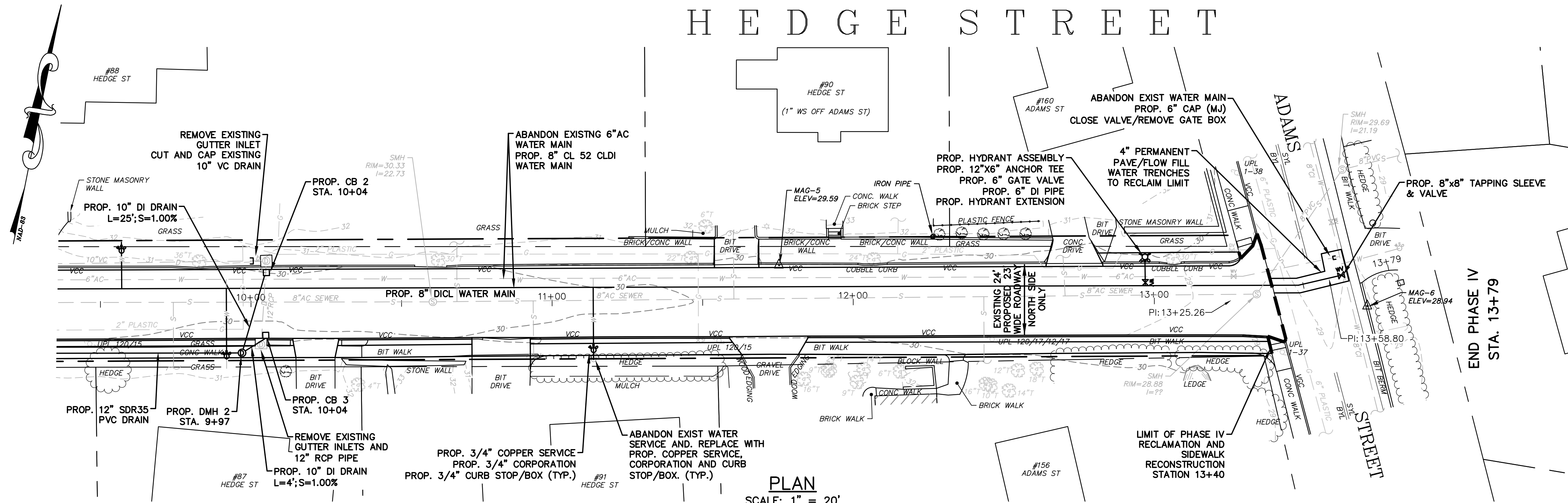
SCALE: 1" = 20' DATE: JUNE 25, 2025

JOB NO. \ FILE NAME:	DESIGNED BY: J.T.C.	PLAN NO.
2487_WORKING	DRAWN BY: J.T.C.	4 OF 12
	CHECKED BY: M.J.C.	

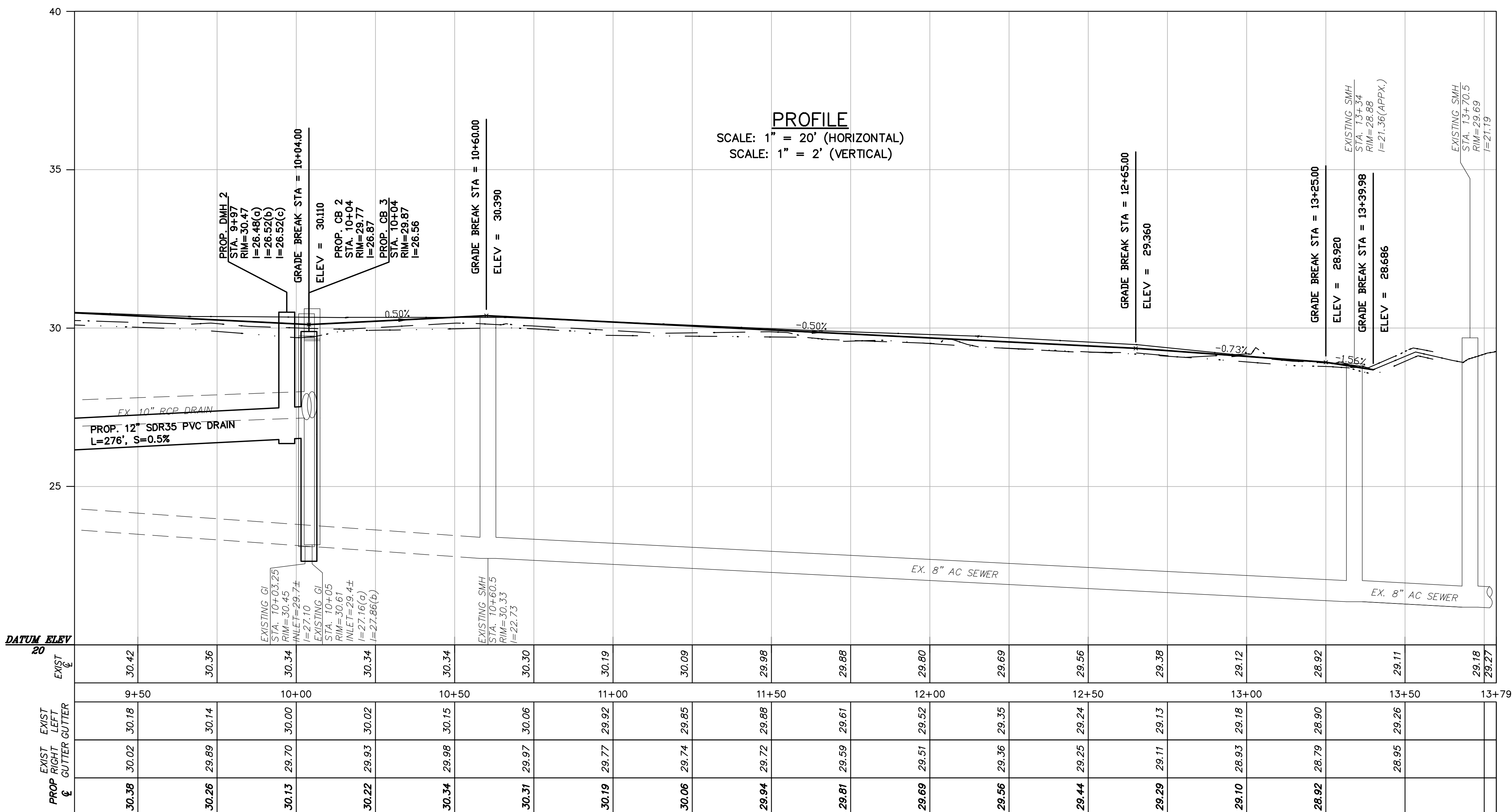


06/25/2025

# HEDGE STREET

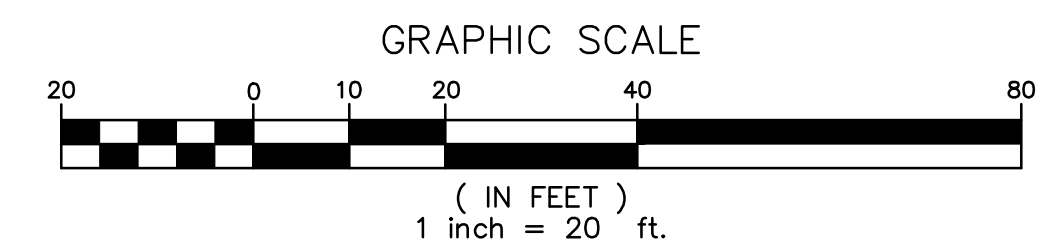


PLAN  
SCALE: 1" = 20'



PROFILE  
SCALE: 1" = 20' (HORIZONTAL)  
SCALE: 1" = 2' (VERTICAL)

- EXISTING CENTER LINE
- EXISTING LEFT GUTTER
- EXISTING RIGHT GUTTER
- EXISTING SEWER LINE
- EXISTING DRAIN LINE
- PROPOSED SEWER LINE



## BID SET

TOWN OF FAIRHAVEN, MASSACHUSETTS  
HEDGE STREET - PHASE IV

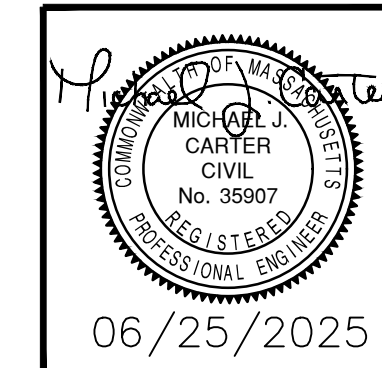
PLAN & PROFILE  
STA 9+30 - STA 13+79

GCG ASSOCIATES, INC.

WILMINGTON MASSACHUSETTS

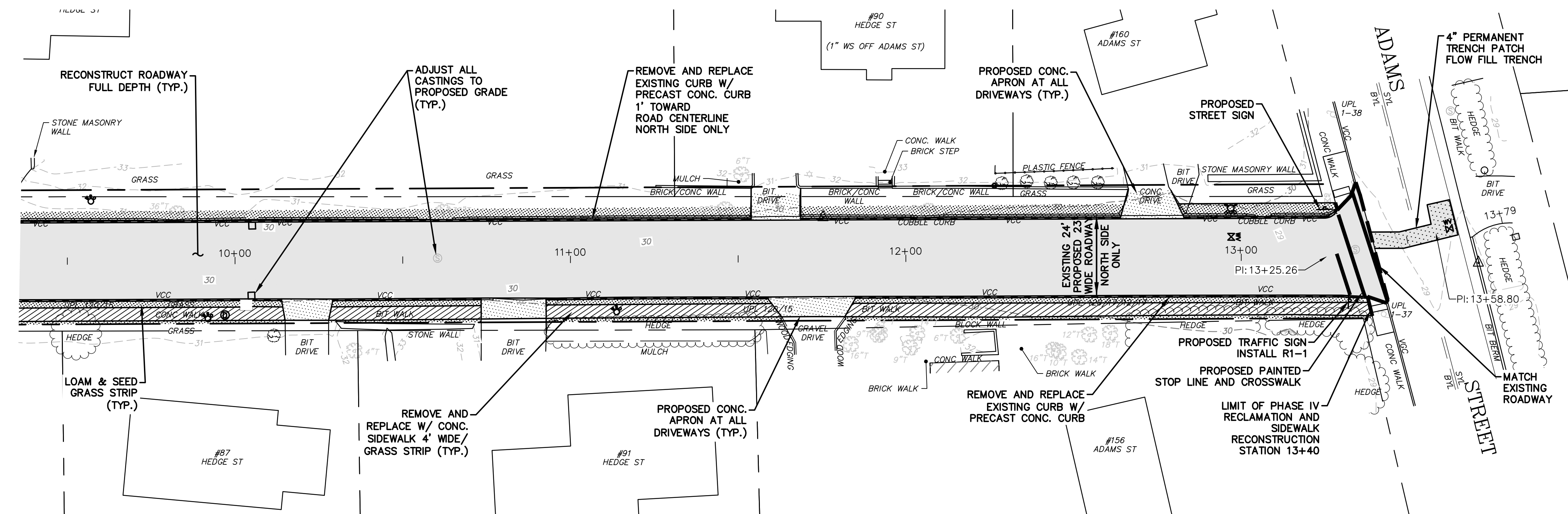
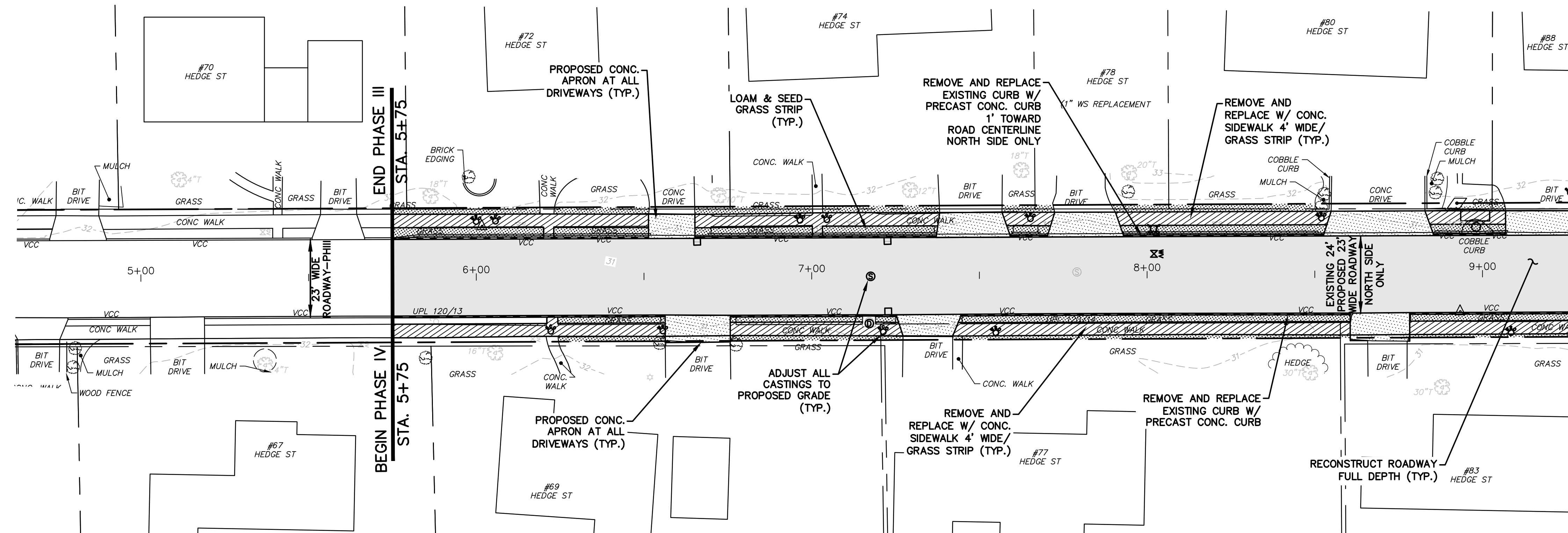
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CHECKED BY: M.J.C.



06/25/2025

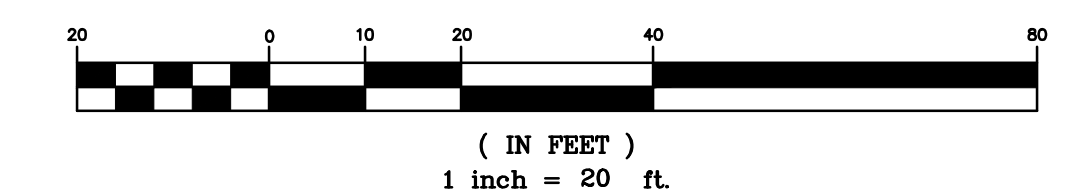
# HEDGE STREET



## HATCH LEGEND

	REMOVE AND REPLACE SIDEWALK
	RECONSTRUCT DRIVEWAY APRON
	REMOVE AND REPLACE HANDICAP RAMP
	RECLAIM EXISTING PAVEMENT
	LOAM AND SEED
	REMOVE CONC. CURB
	REPLACE WITH PRECAST CONCRETE CURB

## GRAPHIC SCALE



## BID SET

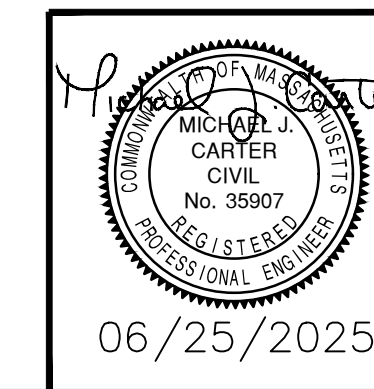
TOWN OF FAIRHAVEN, MASSACHUSETTS  
HEDGE STREET - PHASE IV

SITE PLAN  
STA 5+75 - STA 13+79

**GCG ASSOCIATES, INC.**  
WILMINGTON MASSACHUSETTS

SCALE: 1" = 20' DATE: JUNE 25, 2025

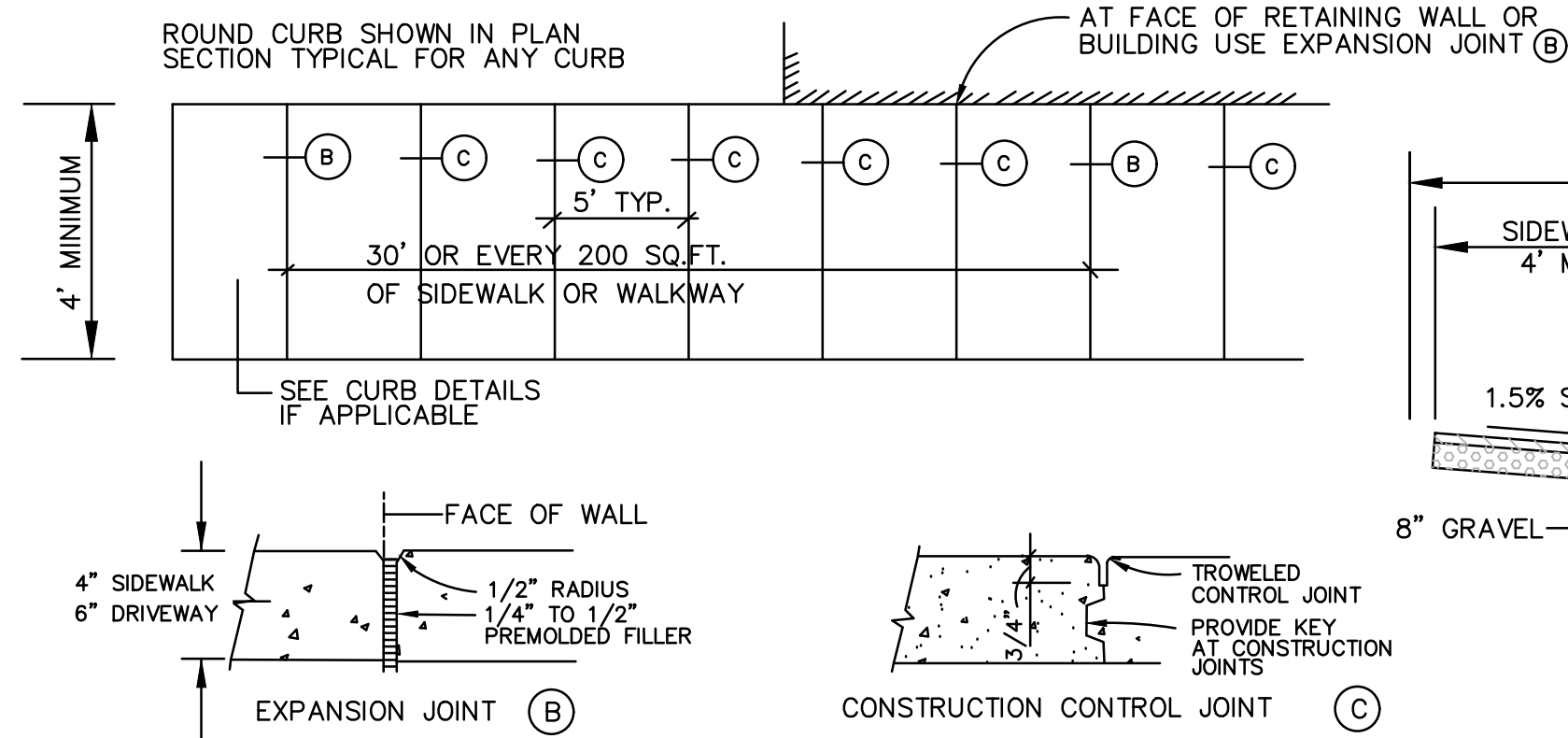
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2487_WORKING	DRAWN BY: J.T.C.	6 OF 12
	CHECKED BY: M.J.C.	



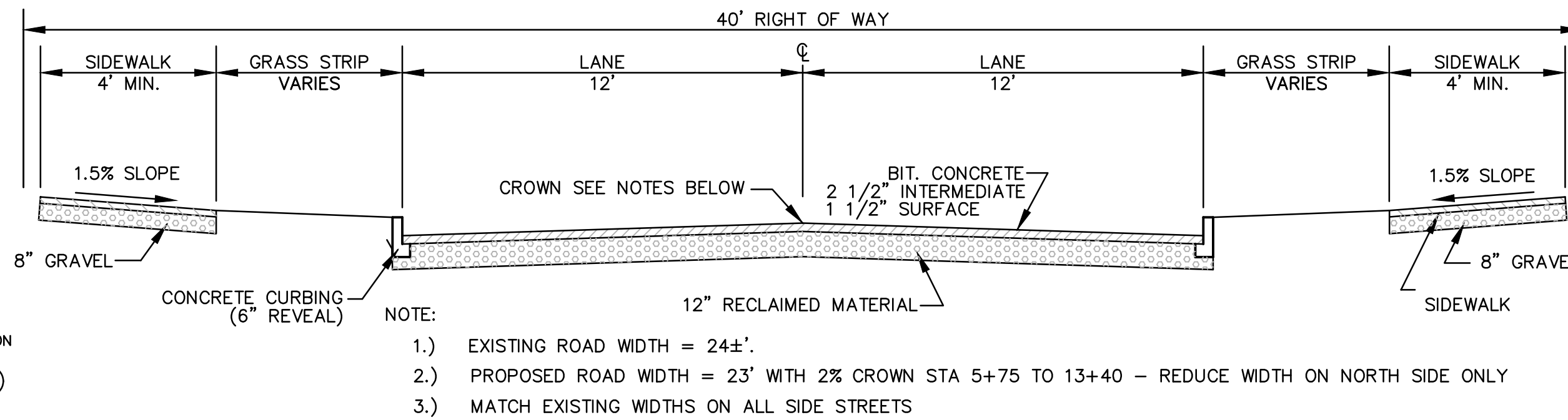
06/25/2025

PLAN  
SCALE: 1" = 20'

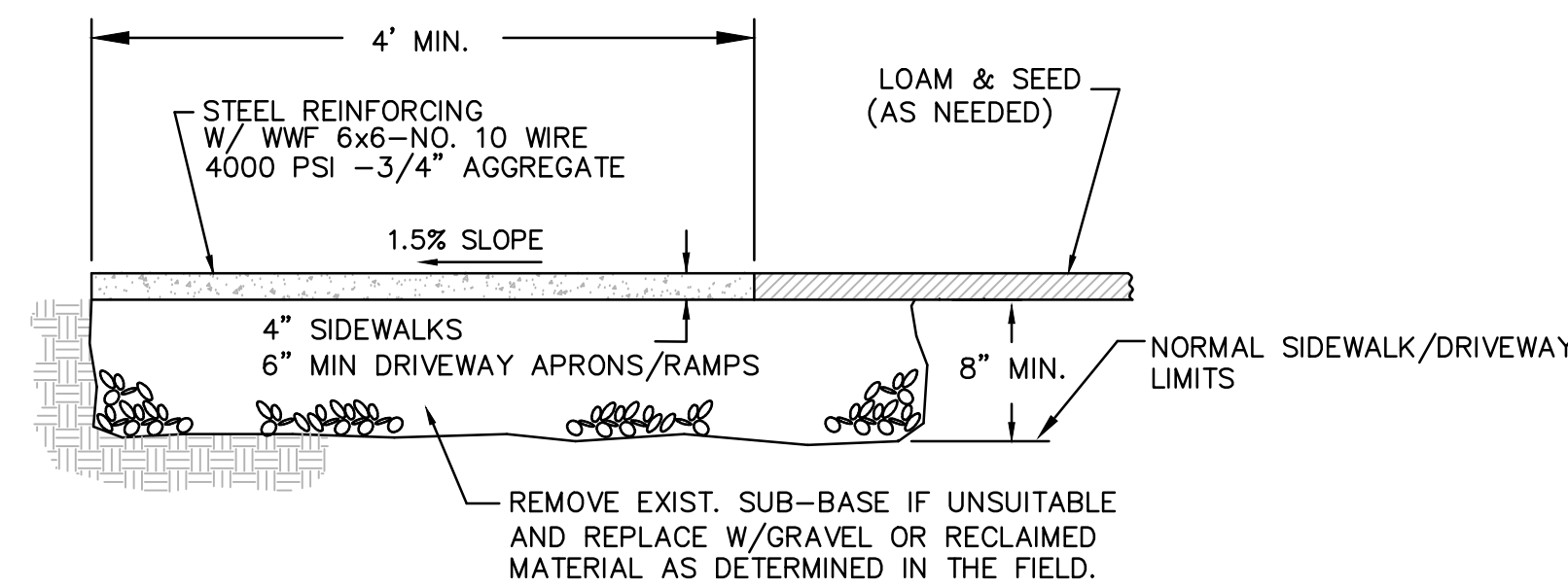
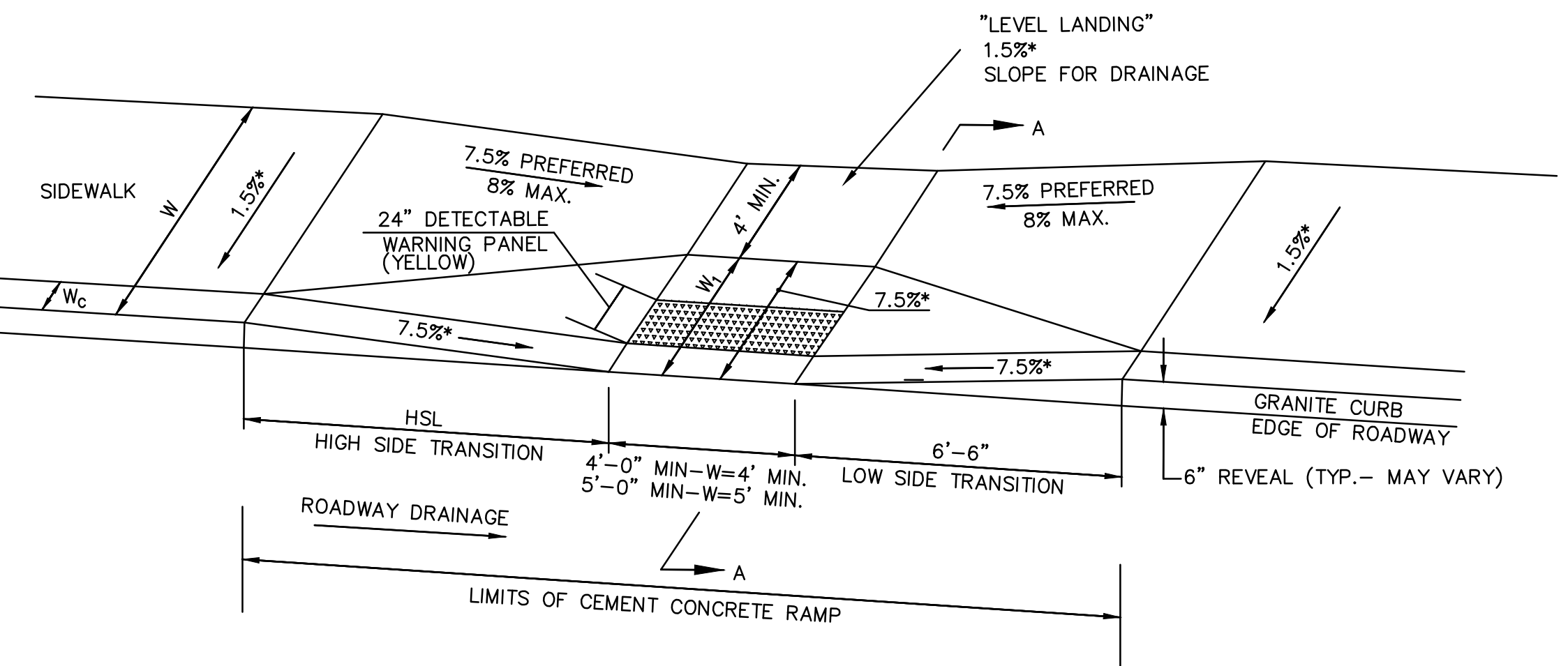




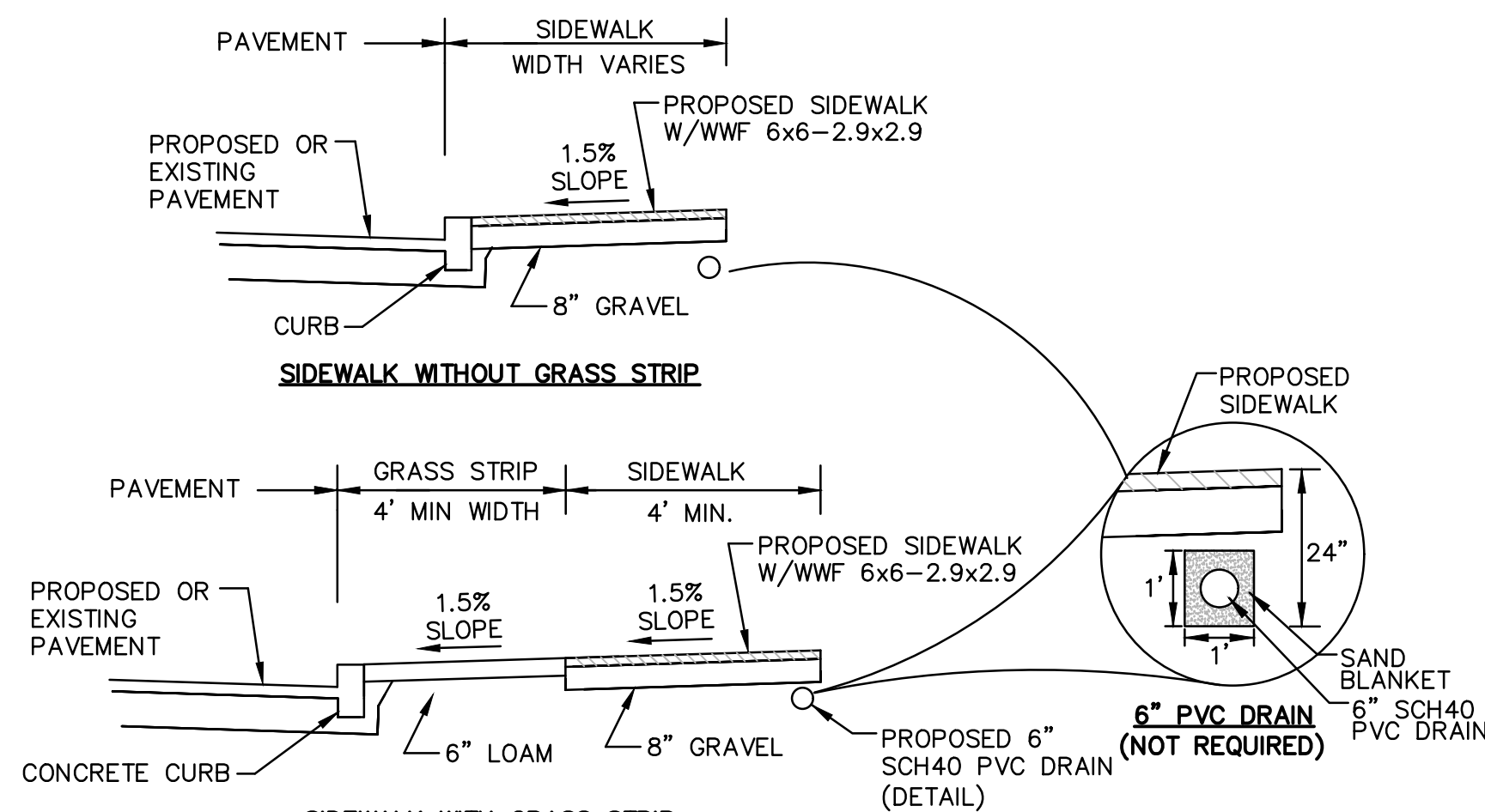
**TYPICAL CEMENT CONCRETE SIDEWALK PLAN**  
N.T.S.



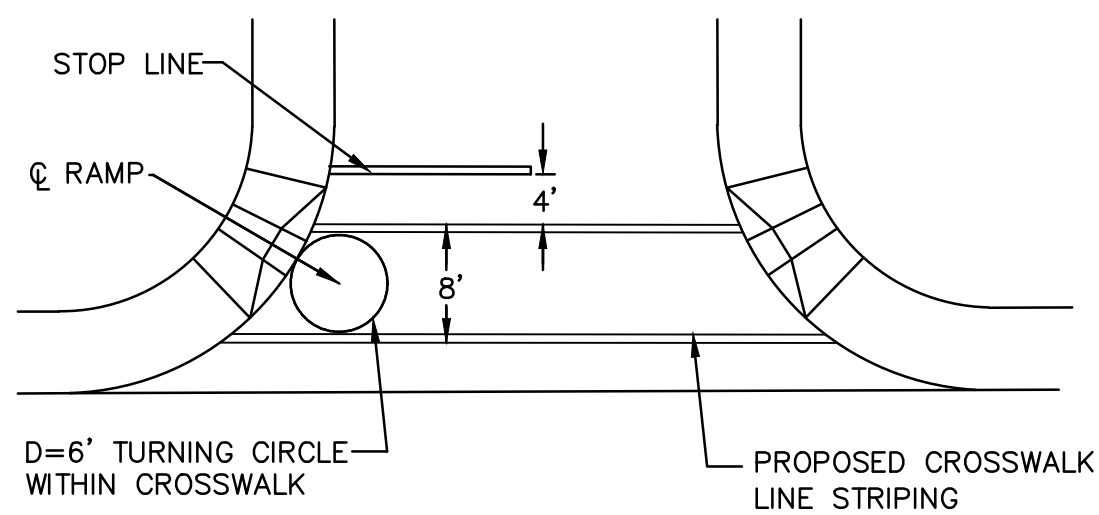
**TYPICAL PROPOSED CROSS SECTION OF HEDGE STREET**  
NOT TO SCALE



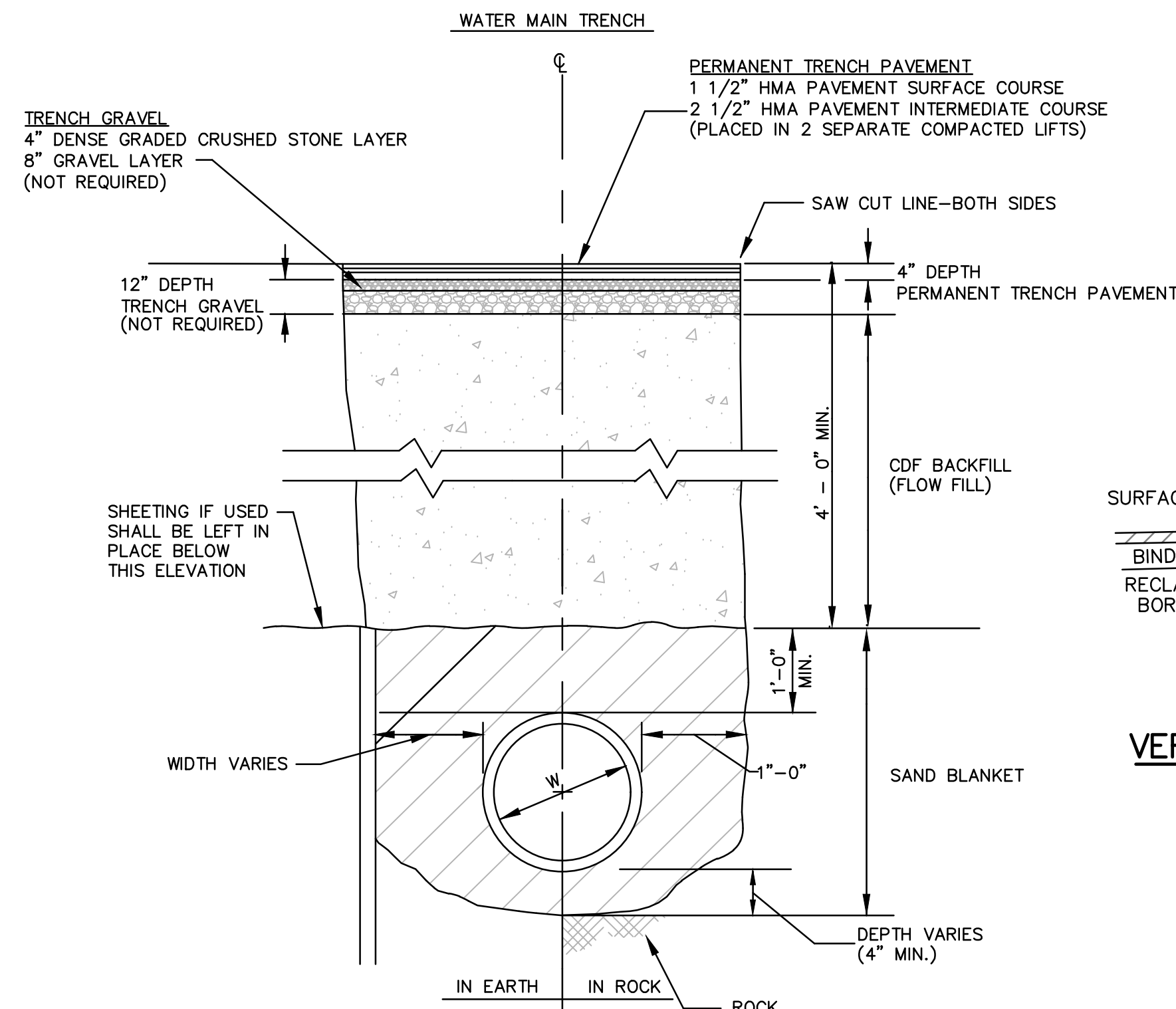
**SIDEWALK DETAIL**  
N.T.S.



**TYPICAL SIDEWALK CROSS SECTION**  
N.T.S.



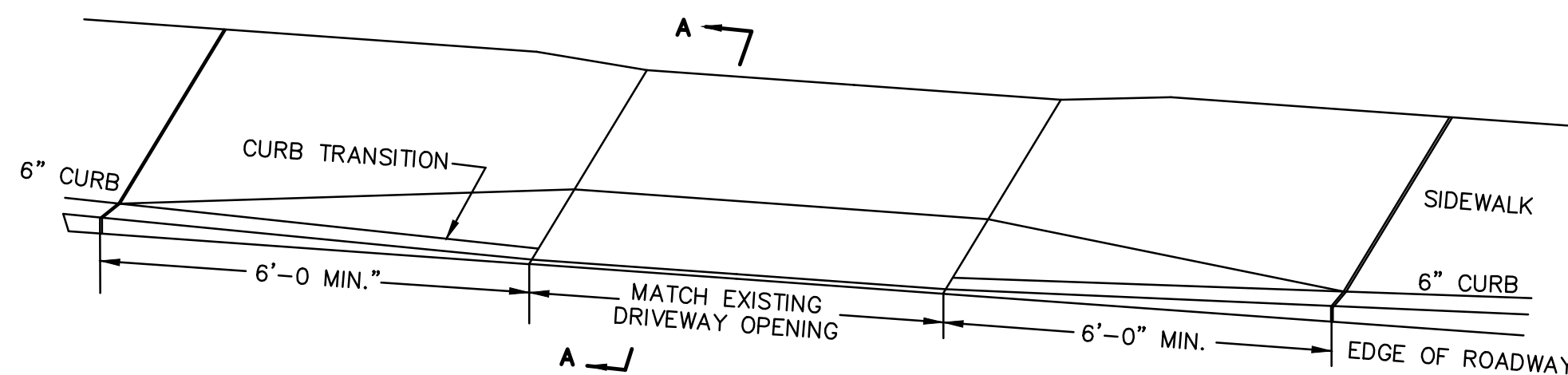
**PAIRED WHEELCHAIR RAMP & CROSSWALK DETAIL**  
N.T.S.



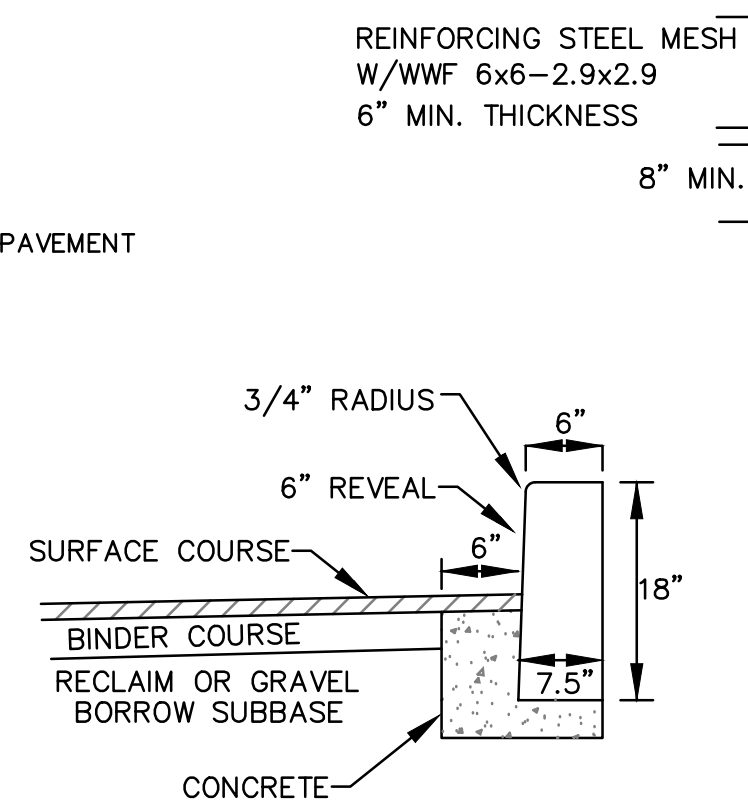
TRENCH DETAIL NOTES: ADAMS STREET WATER MAIN TRENCH

1. THE CONTRACTOR SHALL SAWCUT THE WATER MAIN TRENCH AND THEN LATER SAWCUT AGAIN AND REMOVE ANY PAVEMENT DAMAGED DURING THE WATER MAIN CONSTRUCTION, PRIOR TO INSTALLING THE 4\"/>

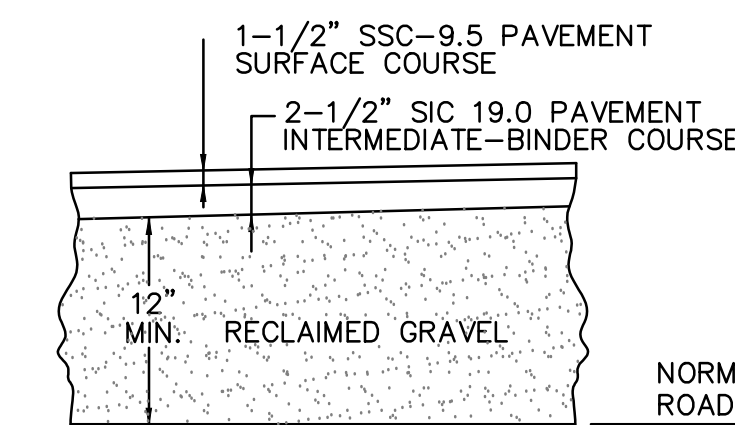
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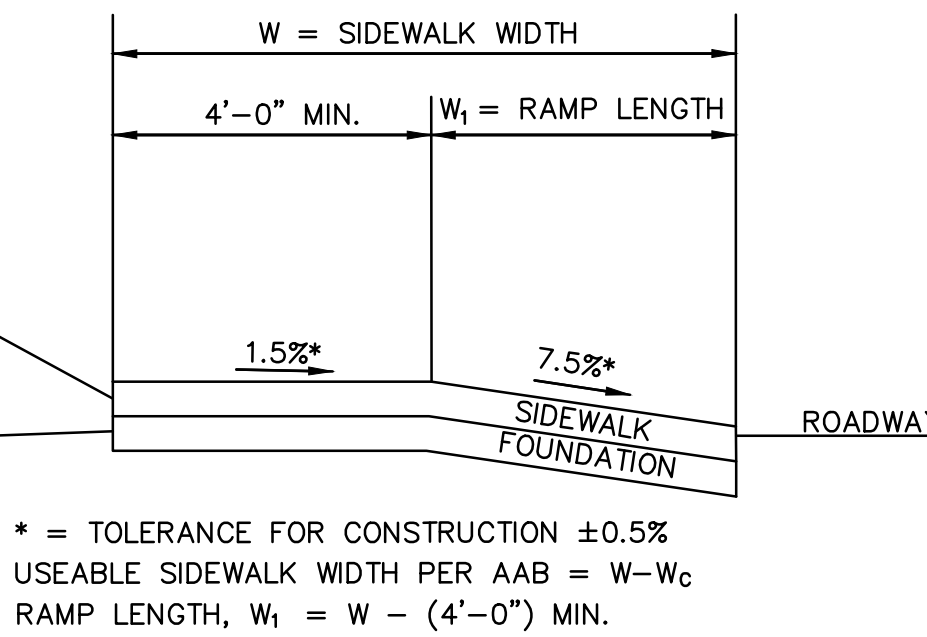
**TYPICAL DRIVEWAY**  
N.T.S.



**VERTICAL CONCRETE CURB**  
N.T.S.



**TYPICAL ROADWAY PAVEMENT SECTION**  
N.T.S.



- NOTES:**
1. THE DIMENSIONS SHOWN AT ROADWAY EDGE ARE FIXED DISTANCES.
  2. RAMP CROSS SECTION TO BE SAME AS ADJACENT SIDEWALK; e.g. DEPTH OF SURFACES.
  3. PORTLAND CEMENT CONCRETE RAMP ARE TO BE TEXTURED BY BROOMING IN A DIRECTION PARALLEL TO THE LENGTH OF THE RAMP.
  4. IN NO CASE ARE THE RAMP TO BE PLACED BEHIND THE STOP LINE.
  5. SIDEWALKS THAT CROSS DRIVEWAYS SHALL BE RAMPED TO MEET THE GRADE OF THE DRIVEWAY.
  - \* THESE DIMENSIONS ARE SUBJECT TO CHANGE IN THE FIELD IF EXISTING APPURTENANCES OR CONDITIONS WILL MAKE THE RAMP LOCATIONS IMPRACTICAL OR UNSAFE.

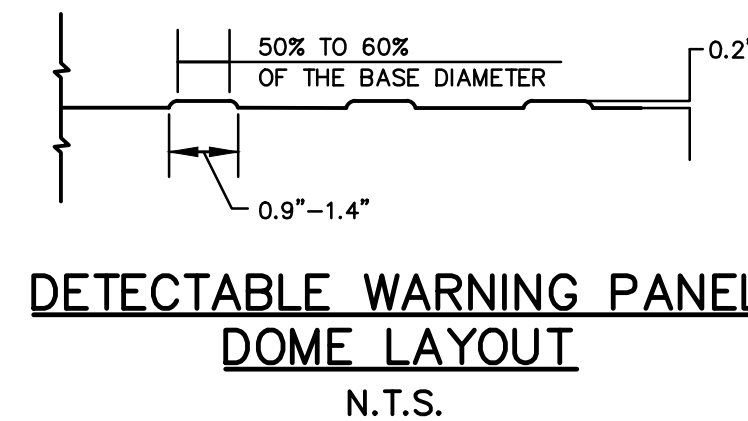
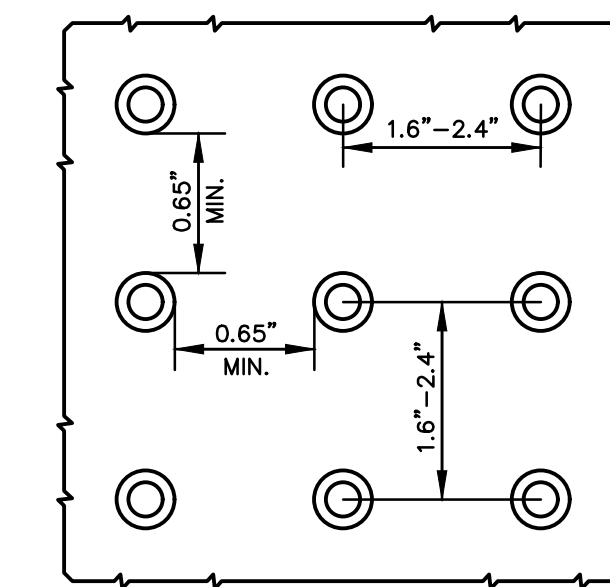
**WHEELCHAIR RAMP CONDITION**  
N.T.S.

### WHEELCHAIR RAMP NOTES

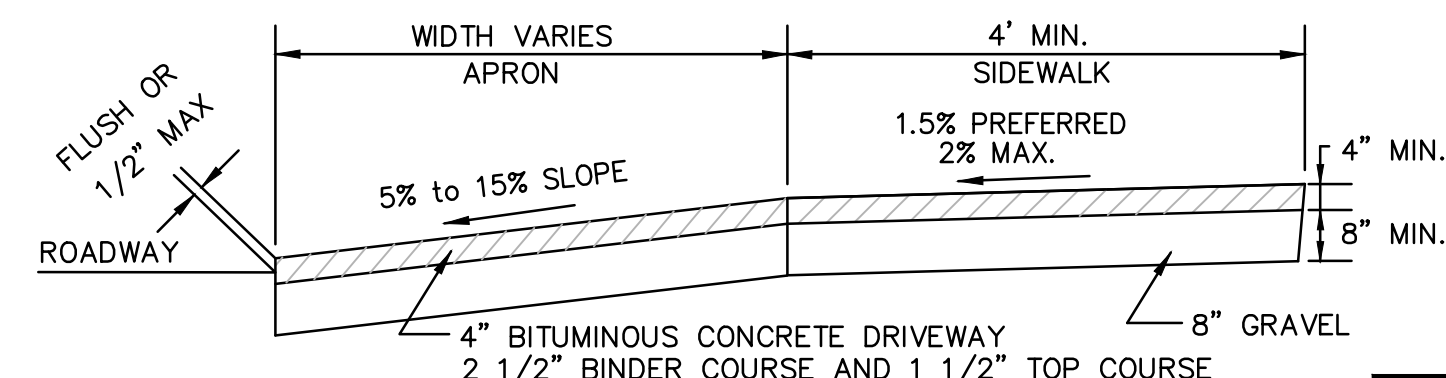
1. ROADWAY SIDEWALK CROSS SLOPES, FOR BRICK, CEMENT CONCRETE, AND BITUMINOUS CONCRETE, AS INDICATED IN THE STANDARD SPECIFICATIONS, WILL BE 1.5%. A CONSTRUCTION TOLERANCE OF  $\pm 0.5\%$  IS ACCEPTABLE ON ROADWAY SIDEWALKS. SIDEWALKS ON BRIDGES WILL BE CONSTRUCTED TO A CROSS SLOPE OF 1.0% IN ACCORD WITH BRIDGE POLICY. (REFER TO STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, SECTION 700.) IN ACCORDANCE WITH 521 CMR THE RULES AND REGULATIONS OF THE ARCHITECTURAL ACCESS BOARD (AAB), THE SIDEWALK CROSS SLOPE CANNOT EXCEED 2.0%.
2. AN UNOBSTRUCTED PATH OF TRAVEL WITH A MINIMUM WIDTH OF 3'-0" (1.00 m) SHALL BE MAINTAINED PAST ALL OBSTRUCTIONS (UTILITY POLES, SIGNS, SIGNAL FOUNDATIONS AND MASTS, MAILBOXES, ALONG DRIVE OPENINGS, ETC.).
3. THE WHEELCHAIR RAMP SLOPES AND SIDE SLOPES (TRANSITIONS) WILL BE 7.5% WITH A CONSTRUCTION TOLERANCE OF  $\pm 0.5\%$ . HOWEVER, THESE SLOPES MAY BE FLATTER WHEN WARRANTED BY SURROUNDING CONDITIONS.
4. WHERE THE ROAD PROFILE EXCEEDS 4%, THE HIGH SIDE TRANSITION LENGTH UNDER ANY CONDITIONS NEED NOT EXCEED 4.57m (15').
5. IN NO CASE WHERE A STOP LINE IS WARRANTED, SHALL A RAMP BE PLACED ON THE TRAFFIC APPROACH SIDE OF THAT STOP LINE.
6. FIXED OBJECTS (I.E. UTILITY POLES, HYDRANTS, SIGNS, SIGNAL FOUNDATIONS, ETC.) MUST NOT ENCRUCH ON ANY PART OF THE WHEELCHAIR RAMP INCLUDING TRANSITION SLOPES.
7. AT NO TIME IS ANY PART OF THE WHEELCHAIR RAMP, EXCLUDING CURB TRANSITIONS, TO BE LOCATED OUTSIDE THE CROSSWALK. THE WHEELCHAIR RAMP ENTRANCE IS TO BE CENTERED IN THE CROSSWALK WHENEVER POSSIBLE.
8. CATCH BASINS WHICH ARE IN THE VICINITY OF A WHEELCHAIR RAMP SHALL BE LOCATED UPGRADE OF THE RAMP ENTRANCE.
9. THE ENTRANCE OF A WHEELCHAIR RAMP SHALL BE FLUSH WITH THE ROADWAY.
10. TESTING SURFACE: WHEN TESTING WITH A STRAIGHTEDGE PLACED PARALLEL TO THE LINE OF THE SLOPE THERE SHALL BE NO DEVIATION FROM A TRUE SURFACE IN EXCESS OF 1/4" (6 mm).
11. SIDEWALK CONSTRUCTION SHALL BE IN CONFORMANCE WITH MASS HIGHWAY CONSTRUCTION STANDARD FOR HANDICAPPED RAMPS. SEE CONTRACT DOCUMENTS AND SPECIFICATIONS FOR COPIES OF WHEELCHAIR RAMP DETAILS REQUIRED ON THE PROJECT.
12. EACH WHEELCHAIR RAMP SHALL HAVE A POURED INPLACE, ADS DETECTABLE WARNING PANEL. PANELS SHALL BE ALIGNED TO THE BACK OF THE PROPOSED CURB RADIUS AS REQUIRED.

ROAD PROFILE GRADE	*HIGH SIDE TRANSITION LENGTH
0	6'-6"
>0 - 1	7'-8"
>1 - 2	9'-0"
>2 - 3	11'-0"
>3 - 4	14'-0"
>4	15'-0" MAX.

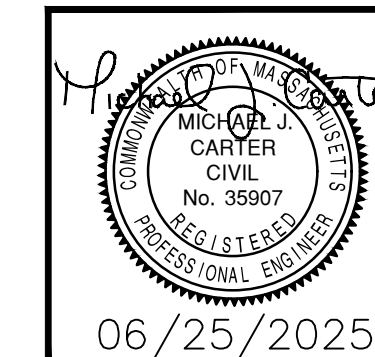
\* BASED ON DESIGN SLOPE OF 7.5% AND CURB REVEAL OF 6".



**DETECTABLE WARNING PANEL DOME LAYOUT**  
N.T.S.



**SECTION A-A**



## BID SET

**TOWN OF FAIRHAVEN, MASSACHUSETTS**  
**HEDGE STREET - PHASE IV**

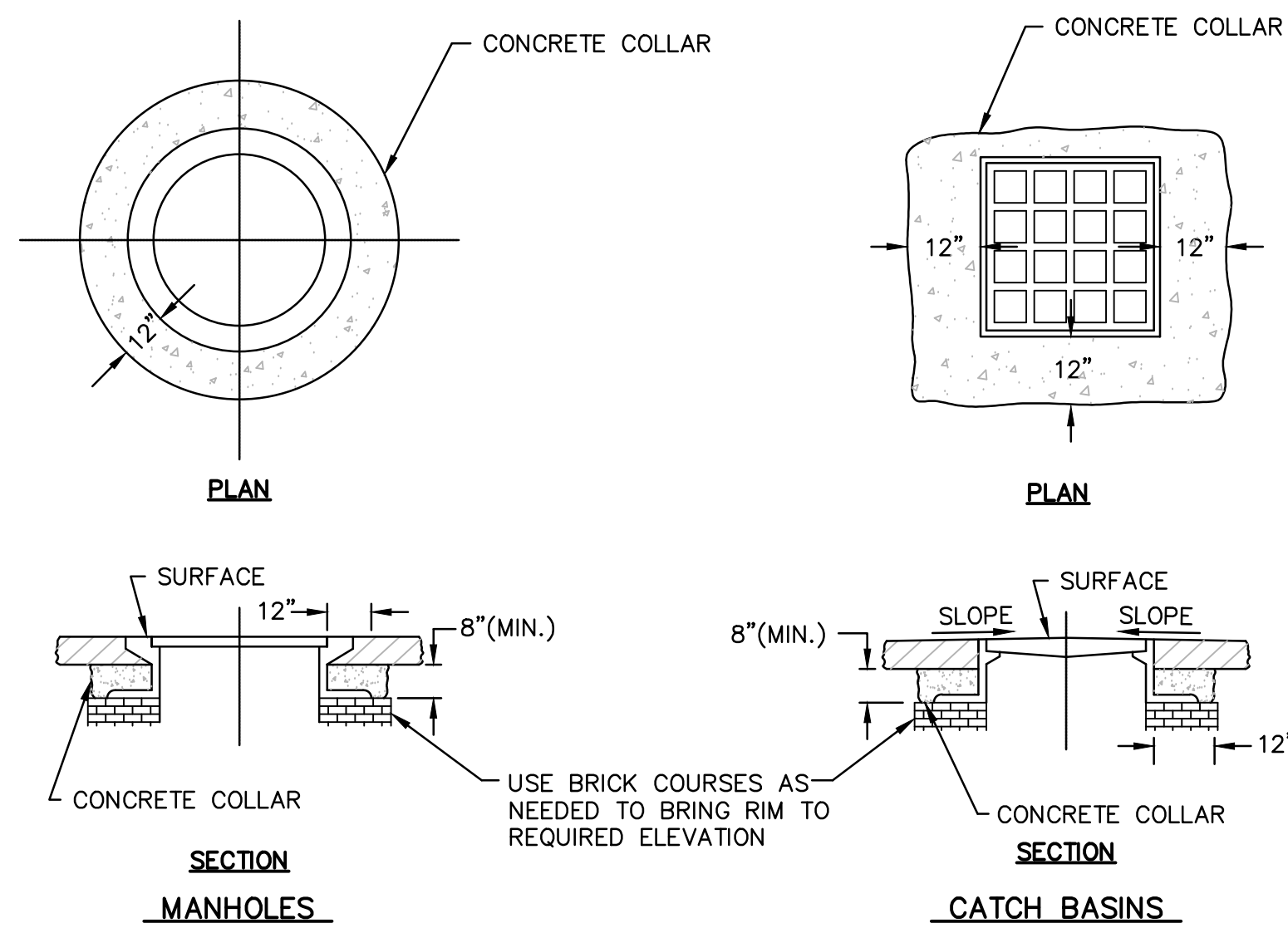
### MISCELLANEOUS DETAILS I

**GCG ASSOCIATES, INC.**  
WILMINGTON MASSACHUSETTS

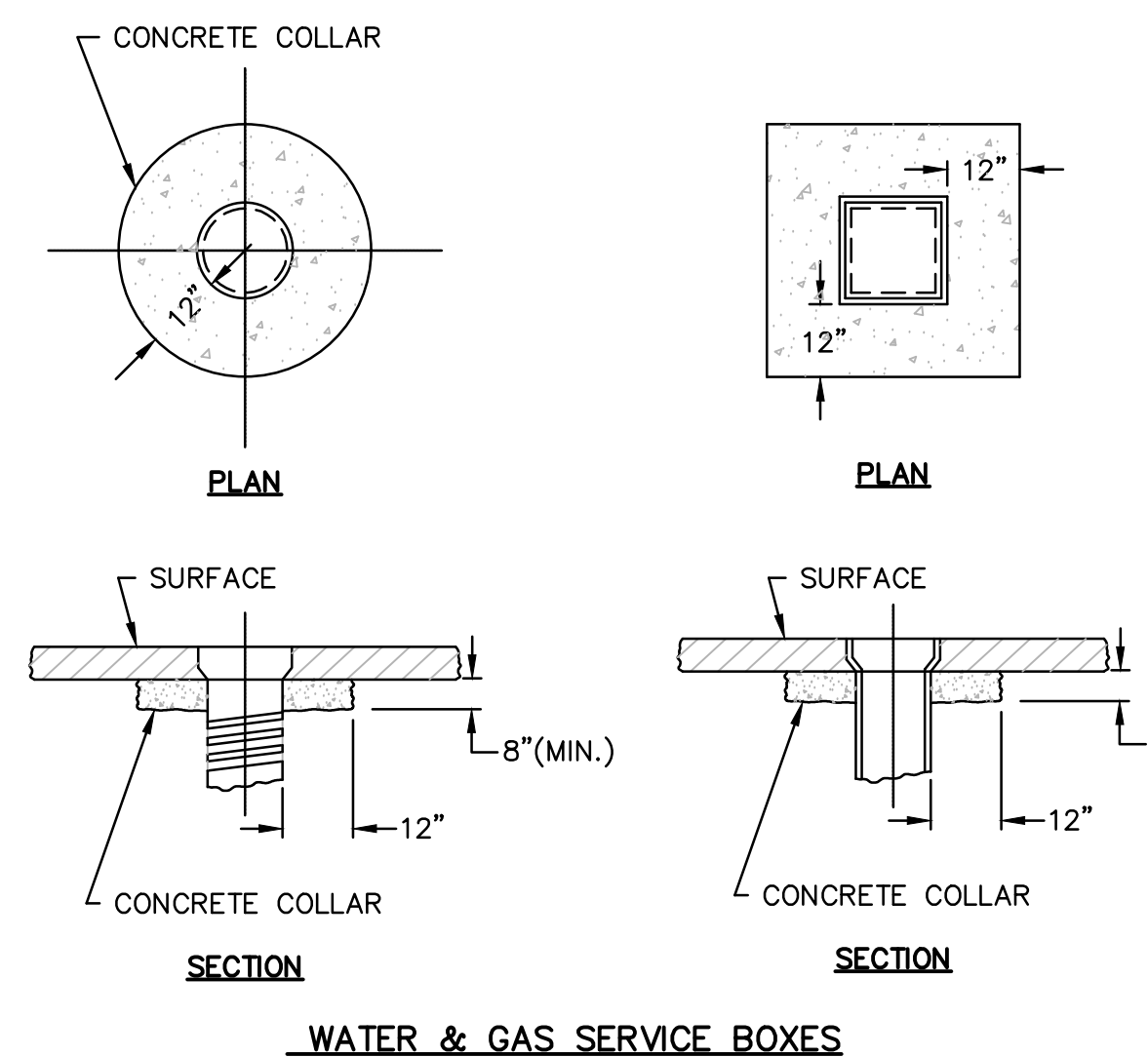
SCALE: AS NOTED DATE: JUNE 25, 2025

JOB NO./FILE NAME: 2487-DETAILS.DWG  
DESIGNED BY: J.T.C.  
DRAWN BY: J.T.C.  
CHECKED BY: M.J.C.

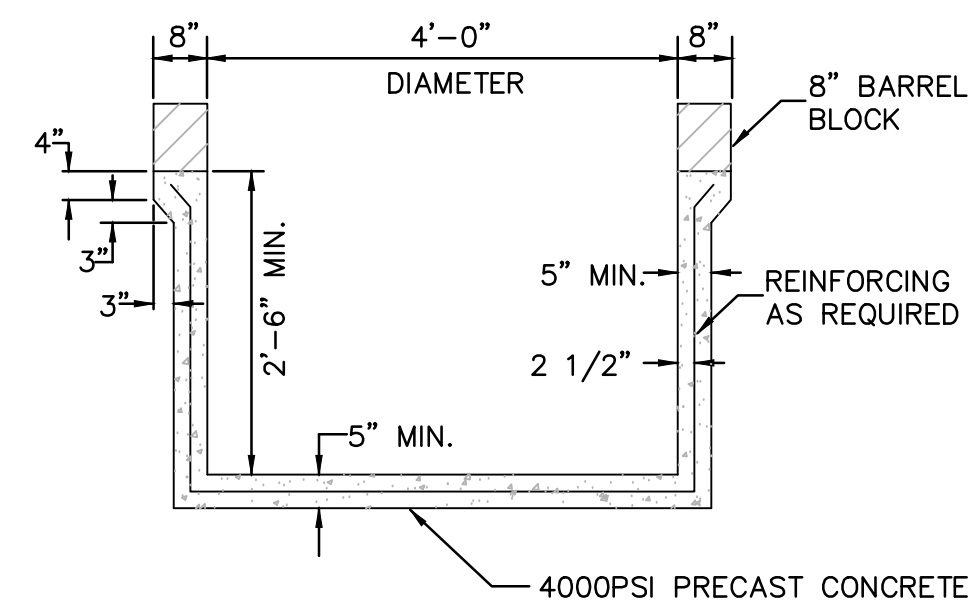
PLAN NO.  
7 OF 12



**DETAILS FOR ADJUSTING CASTINGS**  
N.T.S.

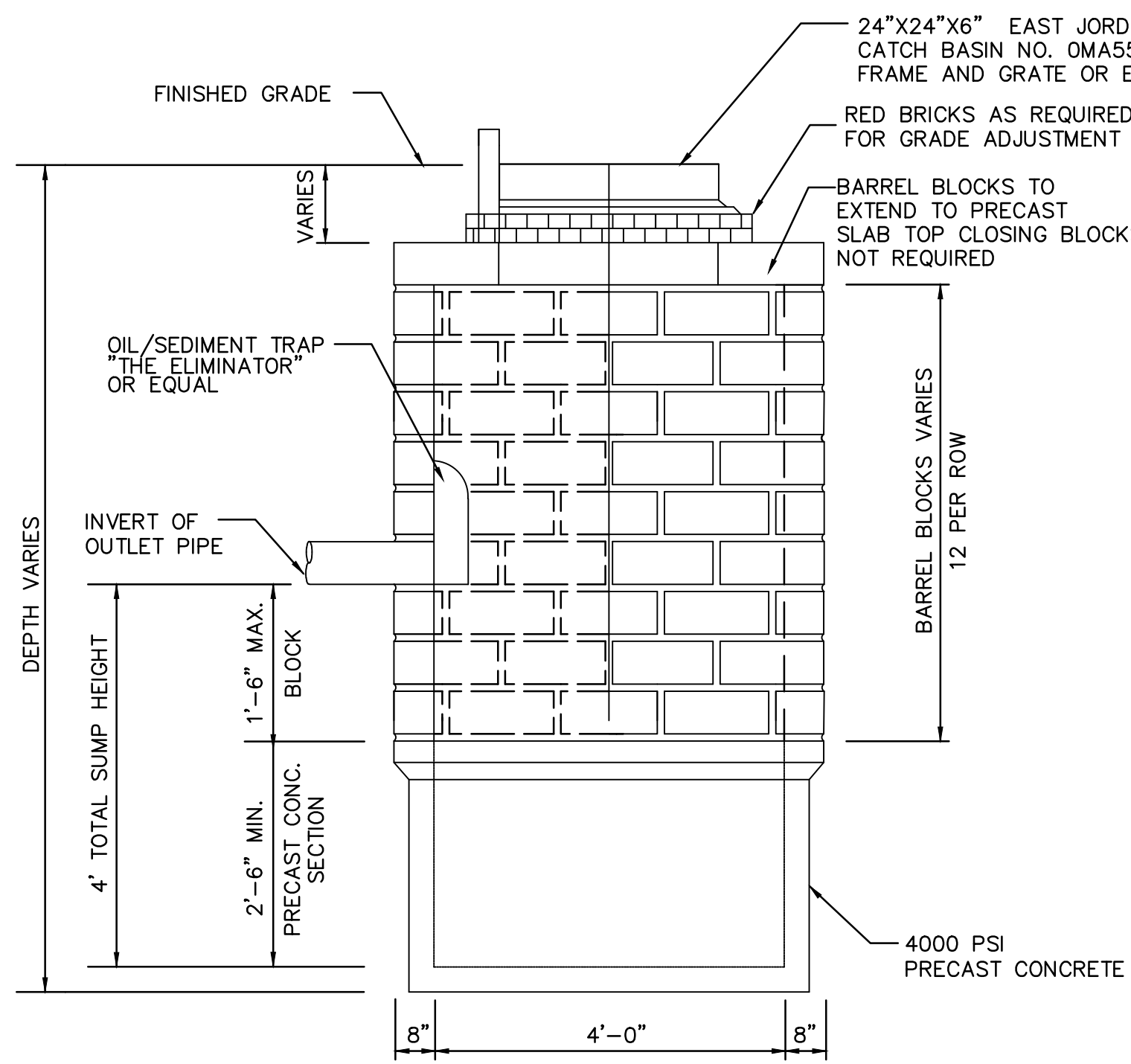


**WATER & GAS SERVICE BOXES**

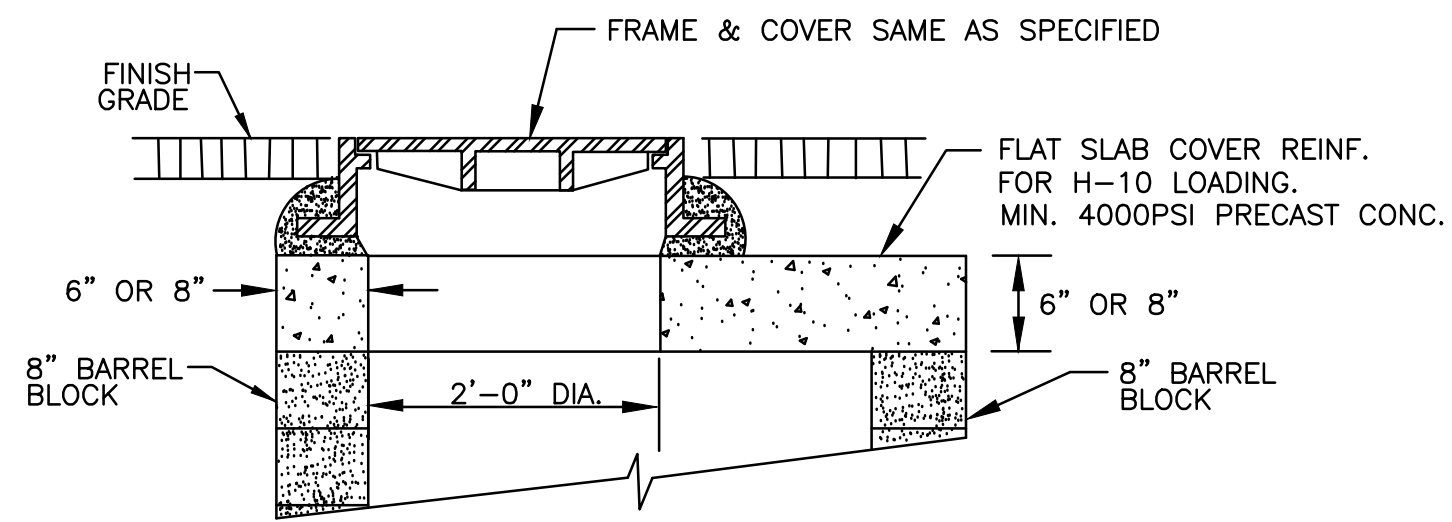


- NOTE:
1. PRECAST CONCRETE SUMP TO CONFORM TO ASTM C478.
  2. CONCRETE SHALL BE 4000 PSI MINIMUM.
  3. STEEL REINFORCEMENT TO MEET OR EXCEED H-20 LOADING.
  4. REINFORCING STEEL 0.12 SQ.IN./LF & 0.12 SQ.IN. (BOTH WAYS) BASE BOTTOM.

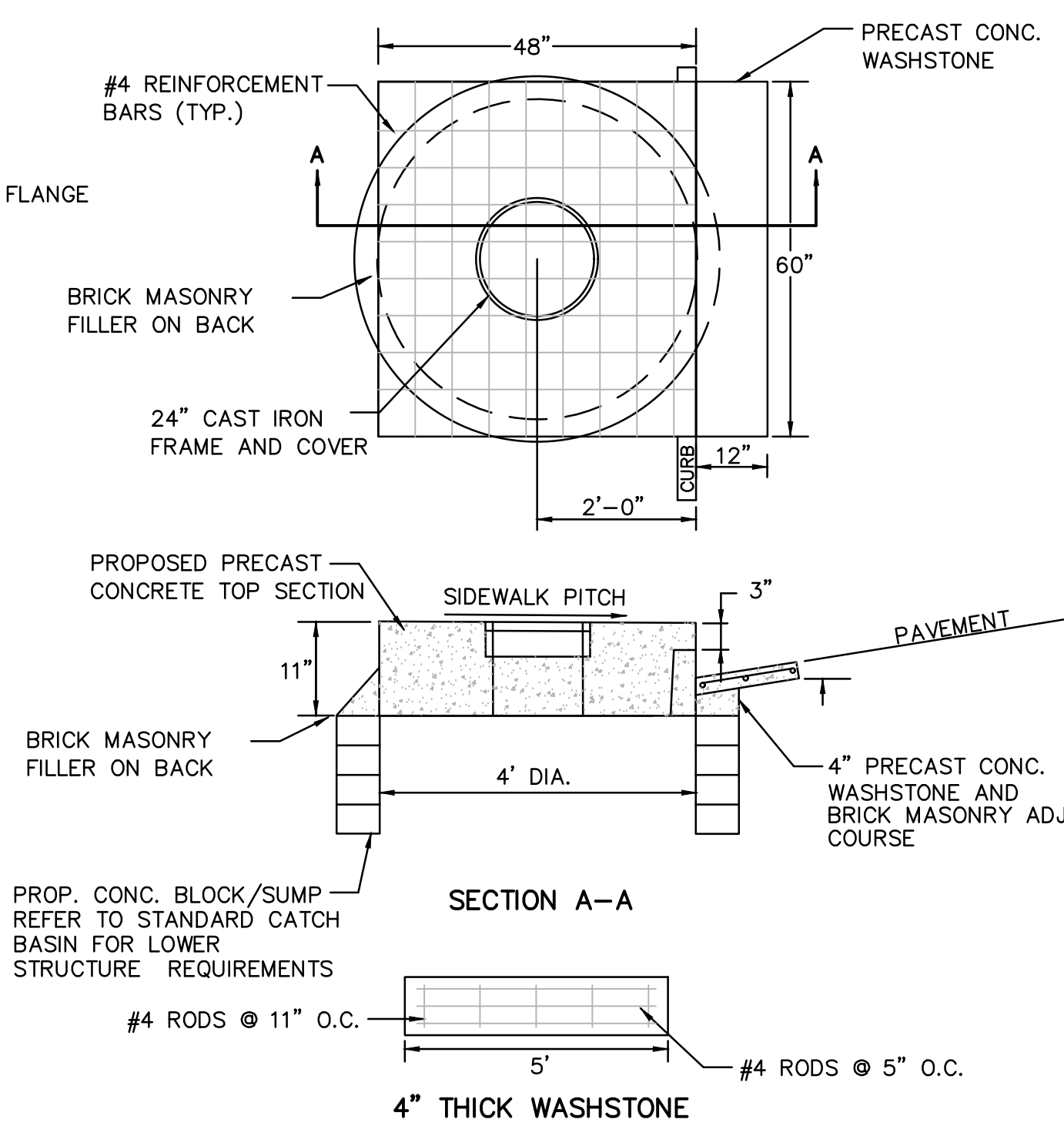
**PRECAST CONCRETE CATCH BASIN SUMP**  
NOT TO SCALE



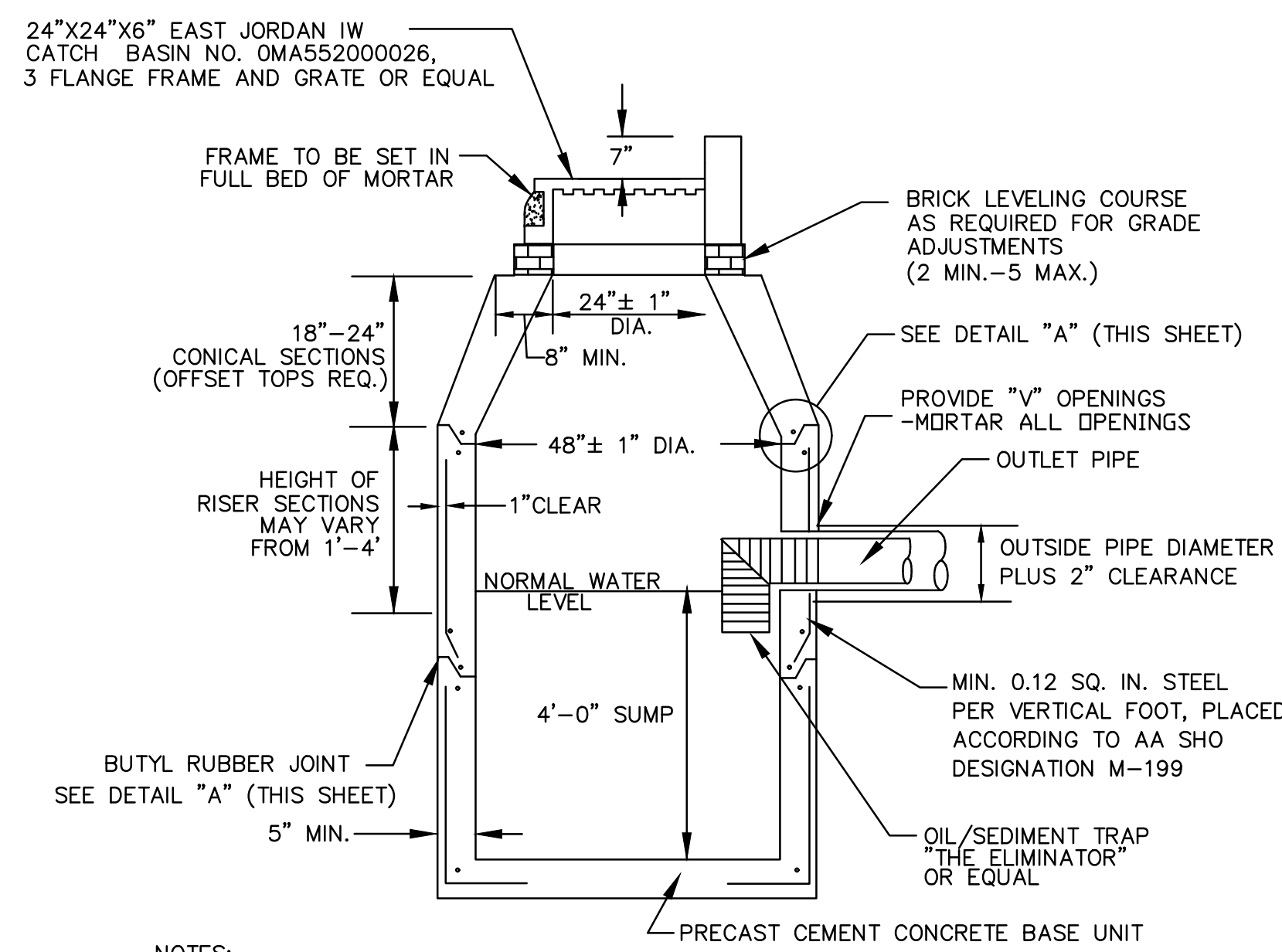
**TYPICAL CONCRETE BLOCK CATCH BASIN**  
NOT TO SCALE



**OFFSET TOP FOR ALL MANHOLES & CATCH BASINS**  
NOT TO SCALE

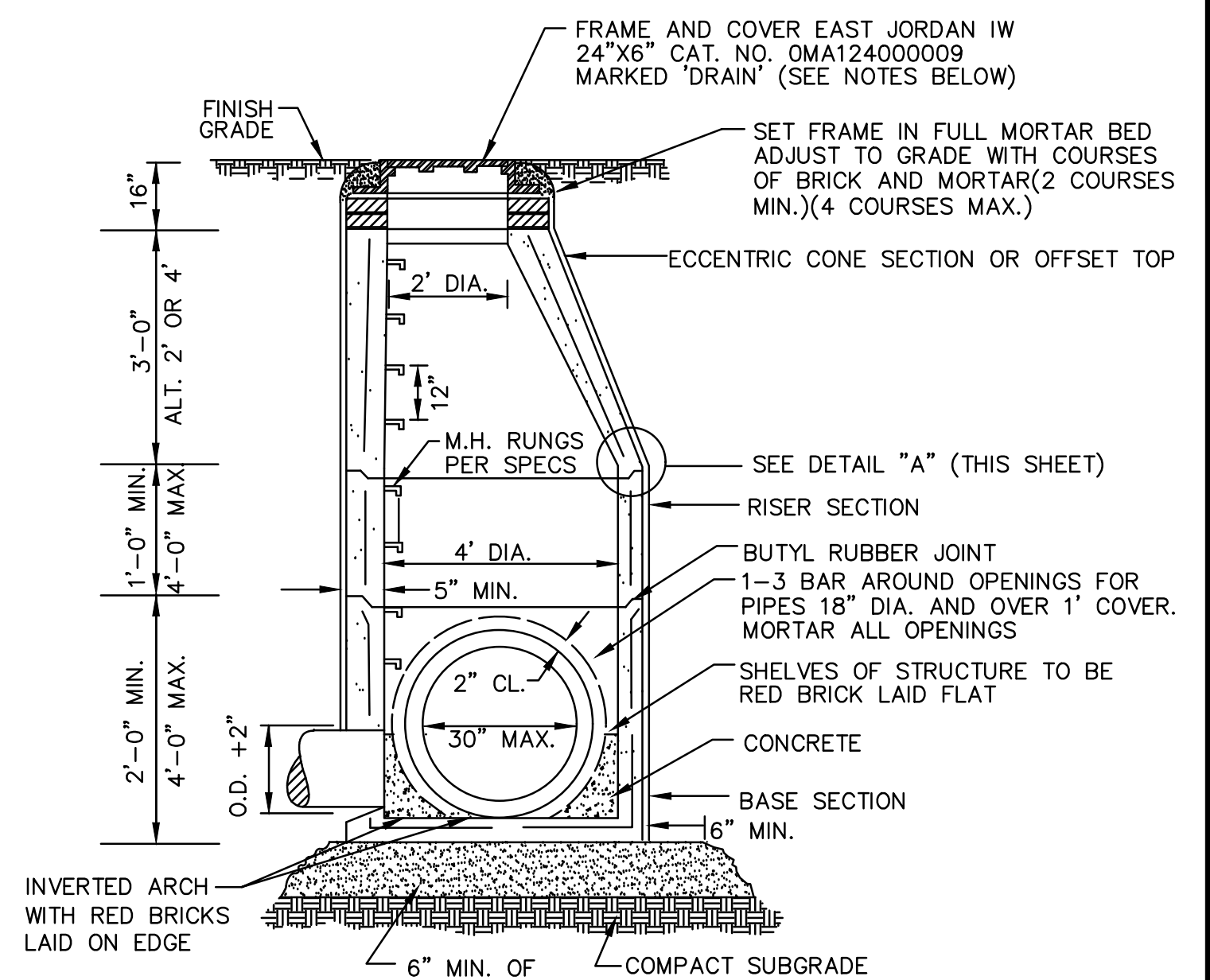
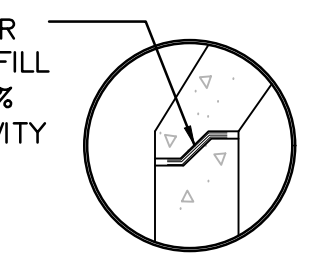


1. CONCRETE TO BE 5000 PSI.
2. BRICKS MAY BE USED BETWEEN TOP COURSE & COVER FOR FINE ADJUSTMENT.
3. LOWER SECTION OF GUTTER INLET STRUCTURE TO BE THE SAME AS STANDARD CATCH BASIN WITH SUMP.
4. INCLUDE OIL/SEDIMENT TRAP.
5. MANUFACTURER: BRISTOL COUNTY PRECAST, WESTPORT, MA OR EQUAL.



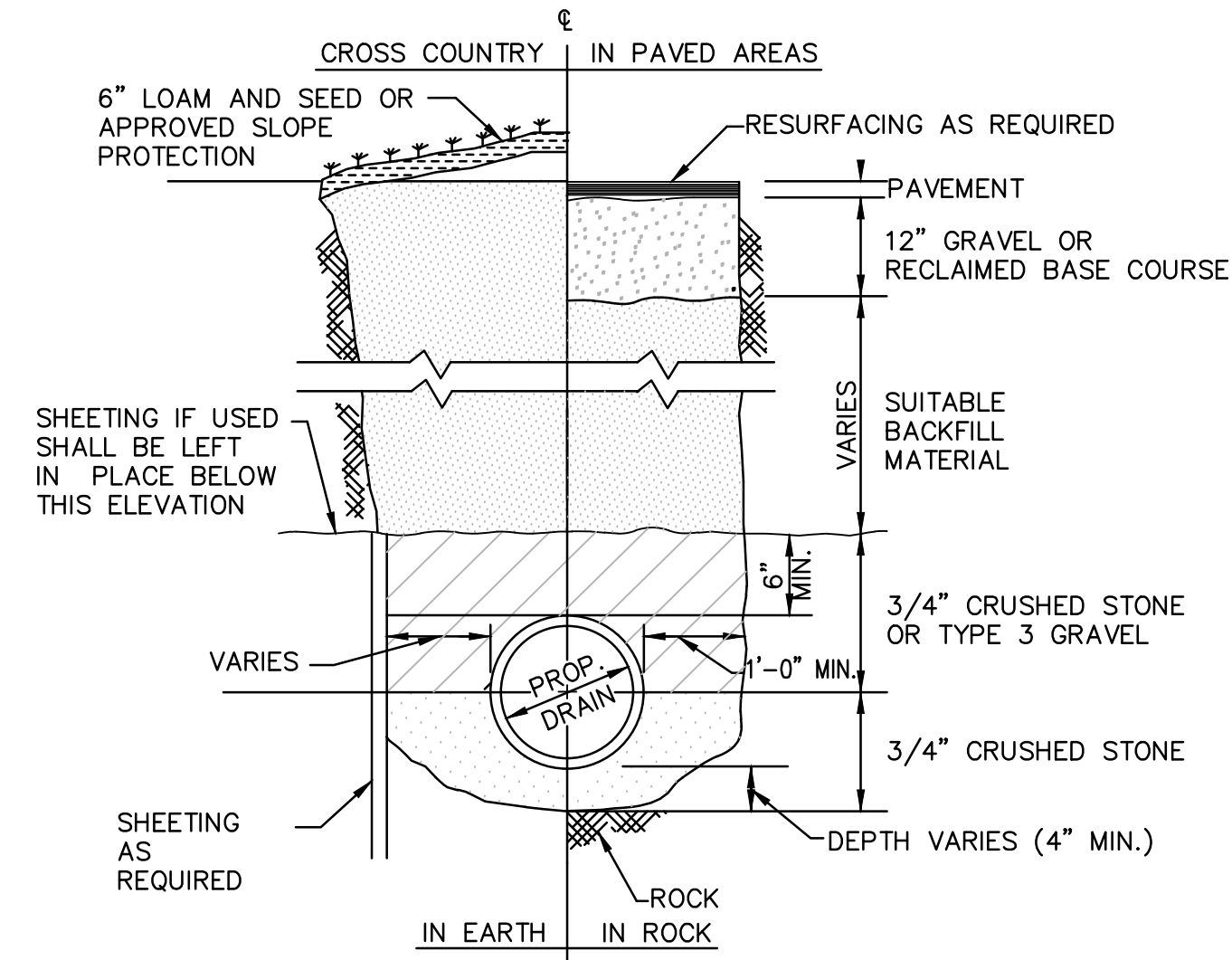
- NOTES:
1. PRECAST REINFORCED CONCRETE CB BASE, CONE AND RISER SECTIONS PER A.S.T.M. C-478. MINIMUM 4000 PSI CONCRETE.
  2. PRECAST CONCRETE STRUCTURE SHALL BE RATED FOR AASHTO HS-20 LOADING.
  3. DOUBLE GRATED CATCH BASINS SHALL BE 5' IN DIAMETER, HAVE 6" WALLS AND PROVIDE A MIN. OPENING OF 24"x36".

**PRECAST CONCRETE CATCH BASIN**  
WITH GRANITE CURB INLET  
NOT TO SCALE

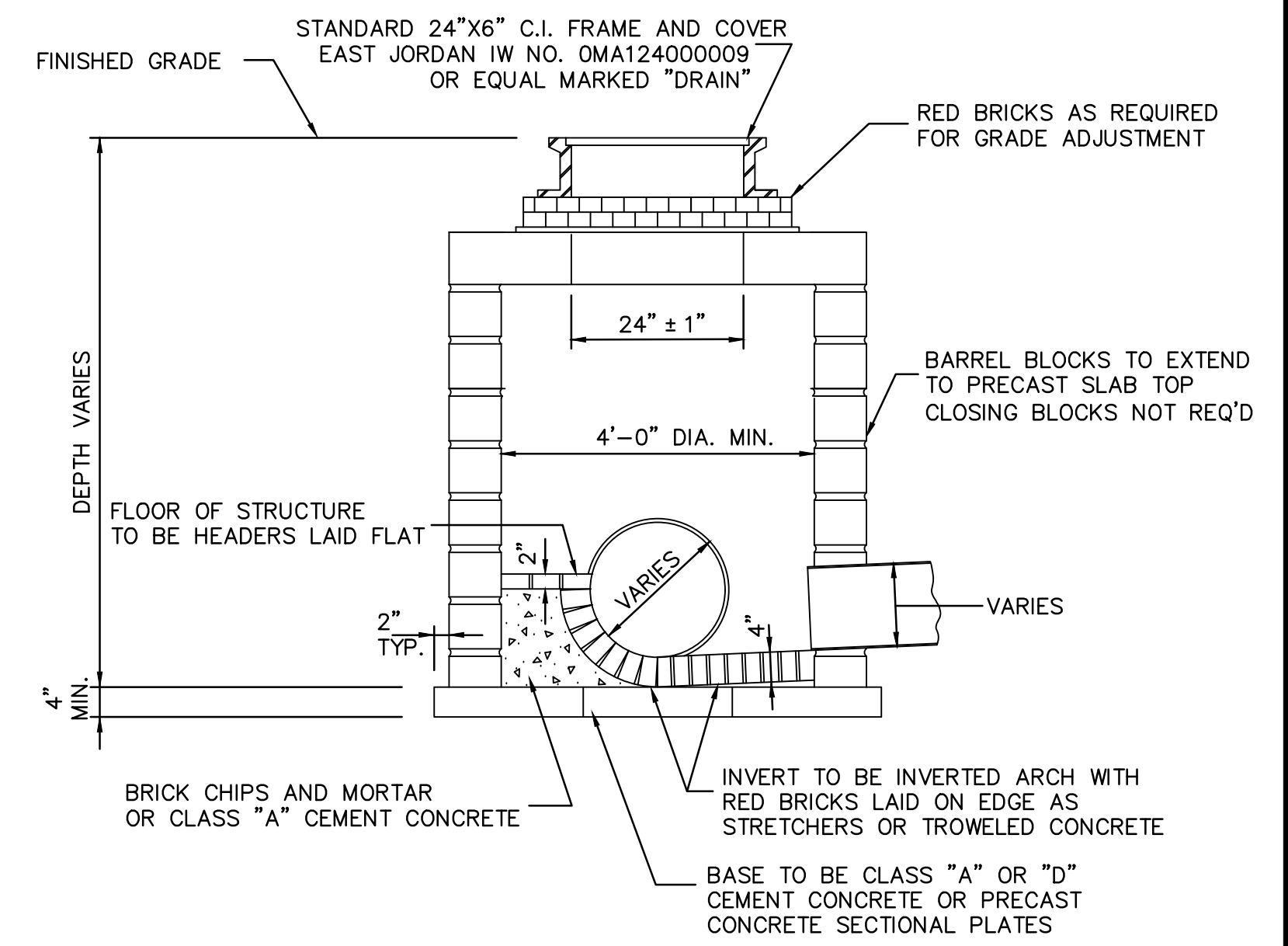


- NOTE:
1. PRECAST REINFORCED CONCRETE MANHOLE BASE, CONE AND RISER SECTIONS PER A.S.T.M. C-478
  2. MINIMUM 4000 PSI PRECAST CONCRETE

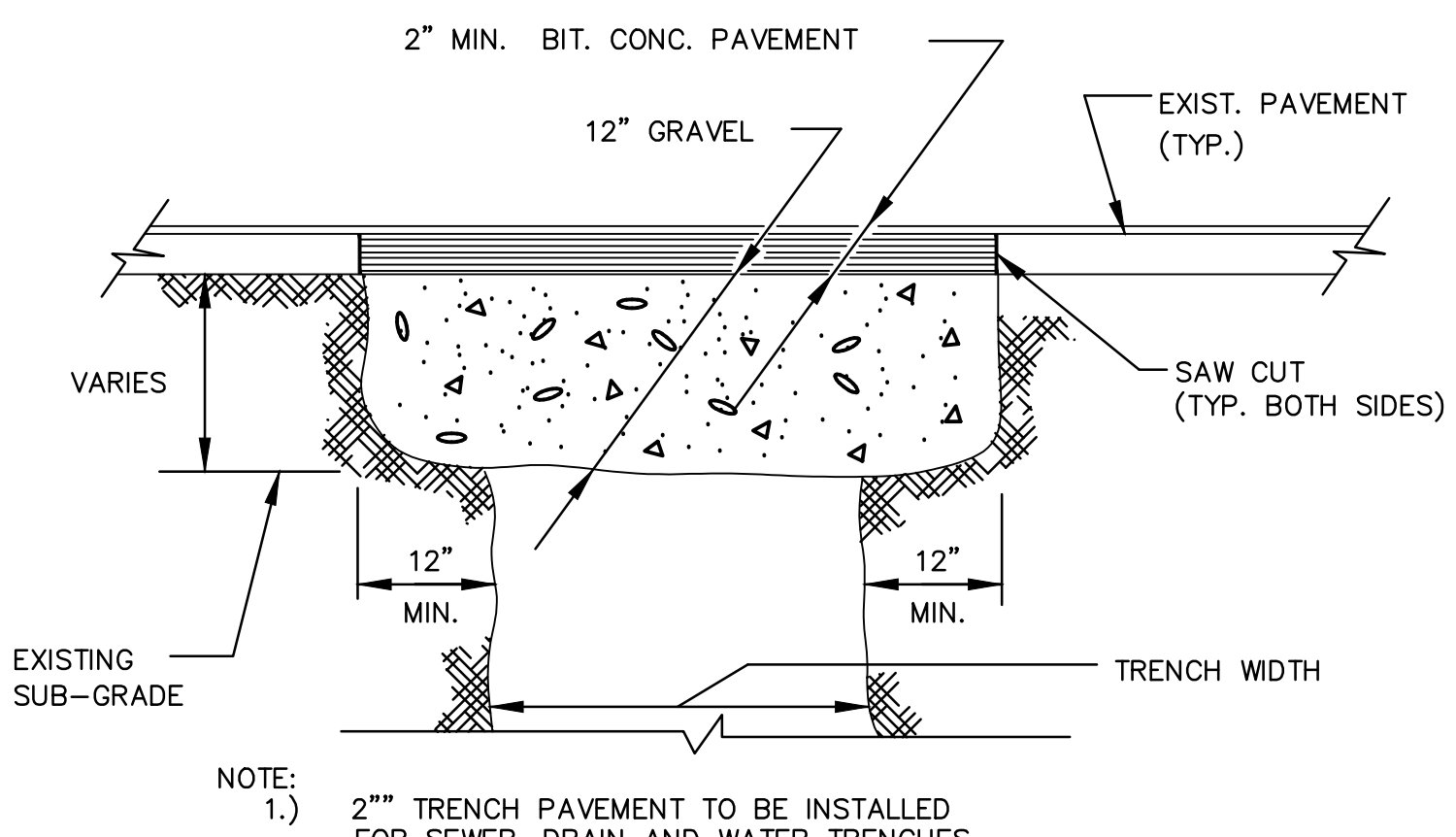
**TYPICAL PRECAST DRAIN MANHOLE**  
NOT TO SCALE



**TYPICAL DRAIN/SEWER TRENCH DETAIL**  
NOT TO SCALE



**TYPICAL CONCRETE BLOCK DRAIN MANHOLE**  
NOT TO SCALE



**2" TEMPORARY TRENCH PAVEMENT DETAIL-ALTERNATE NO.1**  
NOT TO SCALE

# BID SET

TOWN OF FAIRHAVEN, MASSACHUSETTS  
HEDGE STREET - PHASE IV

MISCELLANEOUS DETAIL II

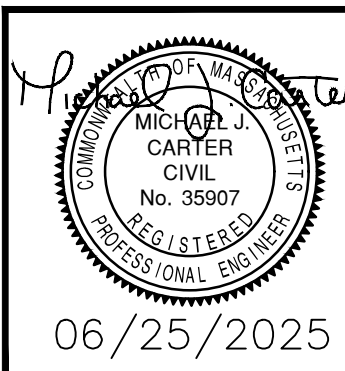
**GCG ASSOCIATES, INC.**

WILMINGTON MASSACHUSETTS

SCALE: AS NOTED DATE: JUNE 25, 2025

JOB NO./FILE NAME: 2487-DETAILS.DWG  
DESIGNED BY: J.T.C.  
DRAWN BY: J.T.C.  
CHECKED BY: M.J.C.

PLAN NO.  
8 OF 12



06/25/2025

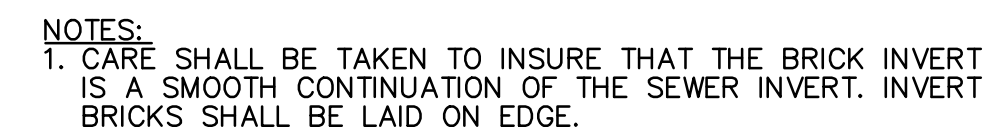






1. ALL PRECAST CONCRETE MANHOLES SHALL CONFORM TO THE LATEST A.S.T.M. SPECIFICATIONS FOR PRECAST REINFORCED CONCRETE SECTIONS (A.S.T.M. C478). CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4000 P.S.I. REINFORCING STEEL SHALL CONFORM TO THE LATEST A.S.T.M. A185 SPECIFICATIONS.
2. INVERTS AND SHELVES: MANHOLES SHALL HAVE A BRICK PAVED SHELVE AND INVERT CONSTRUCTED TO CONFORM TO THE SIZE OF PIPE AND LOW AT THE ENTRANCE TO THE SECTION. THE INVERT SHALL BE LAID OUT IN CURVES OF THE LONGEST RADIUS POSSIBLE TANGENT TO THE CENTERLINE OF THE SEWER PIPES. SHELVES SHALL BE CONSTRUCTED TO THE ELEVATION OF THE HIGHEST PIPE CROWN AND SLOPE TO DRAIN TOWARD THE FLOWING THROUGH CHANNEL UNDERLAYMENT OF INVERT AND SHELF SHALL CONSIST OF 3000 P.S.I. CONCRETE FILL AND BRICK MASONRY. BRICK INVERT SHALL BE SLOPED TO PROVIDE SUFFICIENT TRANSITION FROM INLET TO OUTLET.
3. WHEN THE DIFFERENCE IN ELEVATION BETWEEN THE INLET AND OUTLET PIPE ELEVATIONS IS GREATER THAN 2 FEET AT MANHOLES, INSIDE OR OUTSIDE MANHOLE DROPS ARE REQUIRED.
4. SHALLOW MANHOLE: IN LIEU OF A CONE SECTION, WHEN MANHOLE DEPTH IS LESS THAN 6 FEET, A REINFORCED CONCRETE SLAB COVER MAY BE USED HAVING AN ECCENTRIC ENTRANCE OPENING AND CURVE OF SUPPORTING 20 FEET.
5. CONCRETE COLLARS TO BE CLASS 3000 P.S.I. CEMENT CONCRETE MASONRY OR BITUMINOUS CONCRETE AS APPROVED.
6. ALL MANHOLES SHALL BE DAMPROOFED WITH BITUMASTIC COATING.
7. COMMONWEALTH OF MASSACHUSETTS DEP STANDARDS REQUIRE 10 FEET HORIZONTAL SEPARATION BETWEEN SEWER AND WATER MAINS. HOWEVER, SHOULD CONSTRUCTION OPERATIONS REVEAL OR EXPOSE A MAIN, MAIN DEPT. SHALL PROVIDE 10 FEET HORIZONTAL SEPARATION 10 FEET HORIZONTALLY FROM THE PROPOSED SEWER INSTALLATION AND WHERE IT IS NOT PRACTICABLE TO RELOCATE THE SEWER THE FOLLOWING METHODS OF PROTECTION MUST BE EMPLOYED.

IF THE ABOVE SEPARATION CANNOT BE ACHIEVED, THE WATER MAIN SHALL BE ENCASED IN CONCRETE.



BASE SECTION TO BE FULL WALL THICKNESS & MONOLITHIC TO A POINT 6" ABOVE THE PIPE CROWN

SEE PIPE CONNECTION DETAIL

NOTES:

1. INVERT AND SHELVEES: MANHOLES SHALL HAVE A BRICK PAVED SHELF AND INVERT, CONSTRUCTED TO CONFORM TO THE SIZE OF THE PIPE AND FLOW AT CHANGES IN DIRECTION; THE INVERT SHALL BE LAID OUT IN CURVES OF THE LONGEST RADIUS POSSIBLE TANGENT TO THE CENTERLINE OF THE PIPES; SHELVEES SHALL BE CONSTRUCTED TO THE ELEVATION OF THE HIGHEST PIPE CROWN AND SLOPED TO DRAIN TOWARD THE FOLLOWING THROUGH CHANNEL; UNIFORMITY OF SLOPE SHALL BE MAINTAINED THROUGHOUT THE ENTIRE CONCRETE FILL AND BRICK MASONRY; AND THE BRICK INVERT SHALL BE SLOPED TO PROVIDE A SMOOTH TRANSITION FROM INLET TO OUTLET.

**NOTE:**

1. 2 PAIRS OF STREET SIGNS MOUNTED PERPENDICULAR ON EACH POST ASSEMBLY
2. STREET SIGNS TO BE MOUNTED PARALLEL TO STREETS THAT THEY NAME.
3. SEE SECTION 01025 - STREET SIGN
4. ALL SIGN POSTS SHALL BE GALVANIZED STEEL, BREAKAWAY STYLE, 2"x2" TUBING.

CONCRETE FOOTING

NOTES:

1. ALL SIGN POSTS SHALL BE GALVANIZED STEEL, BREAKAWAY STYLE, 1-3/4"x1-3/4" TUBING.
2. POST SHALL COMPLY WITH MHD STANDARDS.
3. EDGE OF SIGN SHALL NOT OVERHANG BACK OF CURB.

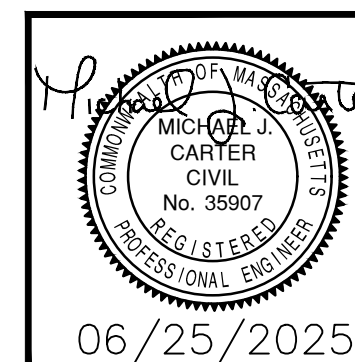
Diagram illustrating the dimensions of four traffic signs:

- R1-1:** Octagonal sign with a diameter of 30".
- R7-1:** Rectangular sign with a width of 12" and a height of 18".
- W11-2A:** Diamond-shaped sign with a width of 30" and a height of 30".
- W16-7P:** Rectangular sign with a width of 24" and a height of 12".

QTY.	MUTCD SIGN	DESCRIPTION	LEGEND COLOR	BACKGROUND/ BORDER/SYMBOL COLOR
1	R1-1	"STOP"	WHITE	RED/WHITE BORDER
0	W16-7P	LEFT ARROW DIAGONAL	BLACK	GREEN OR YELLOW FLUORESCENT BACKGROUND - BLACK ARROW SYMBOL
	W11-2A	PEDESTRIAN SYMBOL WITH CROSSWALK	BLACK	GREEN OR YELLOW FLUORESCENT BACKGROUND, BLACK PEDESTRIAN SYMBOL
0	R7-1A	"NO PARKING TO CORNER"	RED	WHITE/RED BORDER
0	R7-1	"NO PARKING"	RED	WHITE/RED BORDER

- NOTES:
1. ALL COLORS ARE RETROREFLECTIVE EXCEPT BLACK.
  2. ALL SIGNS SHALL COMPLY WITH MUTCD 2009 AND MHD REGULATIONS.
  3. ALL SIGNS TO BE ALUMINUM WITH REFLECTIVE BACKING.
  4. SIGN POST WITH W11-2A WITH W16-7P IS CONSIDERED FOR PAYMENT AS ONE SIGN ASSEMBLY.

N.T.S.



## 10 OF 12



GENERAL

THIS PLAN PROPOSES EROSION CONTROL MEASURES TO ADEQUATELY CONTROL ACCELERATED SEDIMENTATION AND REDUCE THE DANGER FROM STORM WATER RUNOFF AT THE SITE. THE RUNOFF SHALL BE CONTROLLED BY THE INTERCEPTION, DIVERSION, AND SAFE DISPOSAL OF PRECIPITATION. RUNOFF SHALL ALSO BE CONTROLLED BY STAGING CONSTRUCTION ACTIVITY AND PRESERVING NATURAL VEGETATION WHEREVER POSSIBLE.

EXISTING VEGETATION SHALL BE PROTECTED AND ONLY THAT CLEARING AND GRUBBING ABSOLUTELY NECESSARY TO THE PROPOSED CONSTRUCTION SHALL BE PERFORMED. ALL DISTURBED AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND CONTOUR, UNLESS OTHERWISE INDICATED ON THE PLANS. THE CONTRACTOR SHALL TAKE SPECIAL CARE WITH HIS CONSTRUCTION METHODS AND SHALL COMPLY WITH THE FOLLOWING GUIDELINES.

SEDIMENTATION CONTROL

ALL AREAS SHALL BE PROTECTED FROM SEDIMENTATION DURING AND AFTER CONSTRUCTION, PARTICULARLY THE STORAGE OF EXCAVATED OR STOCKPILED MATERIAL. THE CONTRACTOR SHALL CAREFULLY STRIP ALL TOPSOIL, LOAM, OR ORGANIC MATTER PRIOR TO THE TRENCHING OR OTHER OPERATIONS AND SHALL STORE THEM SEPARATELY FROM ALL OTHER MATERIALS DURING EXCAVATION. EACH STOCKPILE MUST BE ADEQUATELY RINGED WITH SEDIMENT CONTROL MATERIAL (i.e., STRAW

OR CRUSHED STONE). OTHER WASTE RESULTING FROM EQUIPMENT MAINTENANCE AND CONSTRUCTION WILL NOT BE DISCARDED ON SITE.

STABILIZING OF SLOPES SHALL BE DONE IMMEDIATELY AFTER CONSTRUCTION OF SLOPES. SLOPES STEEPER THAN 3:1 SHALL BE PROTECTED WITH EROSION MATS. THESE MATS ARE MANUFACTURED COMBINATIONS OF MULCH AND NETTING AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. ALL OTHER AREAS SHALL BE MULCHED WITH STRAW AT A RATE OF 1.5 TO 2 TONS PER ACRE. STRAW MULCH MUST BE ANCHORED IMMEDIATELY AFTER SPREADING TO PREVENT WINDBLOWING.

EROSION AND SEDIMENTATION CONTROL PLAN

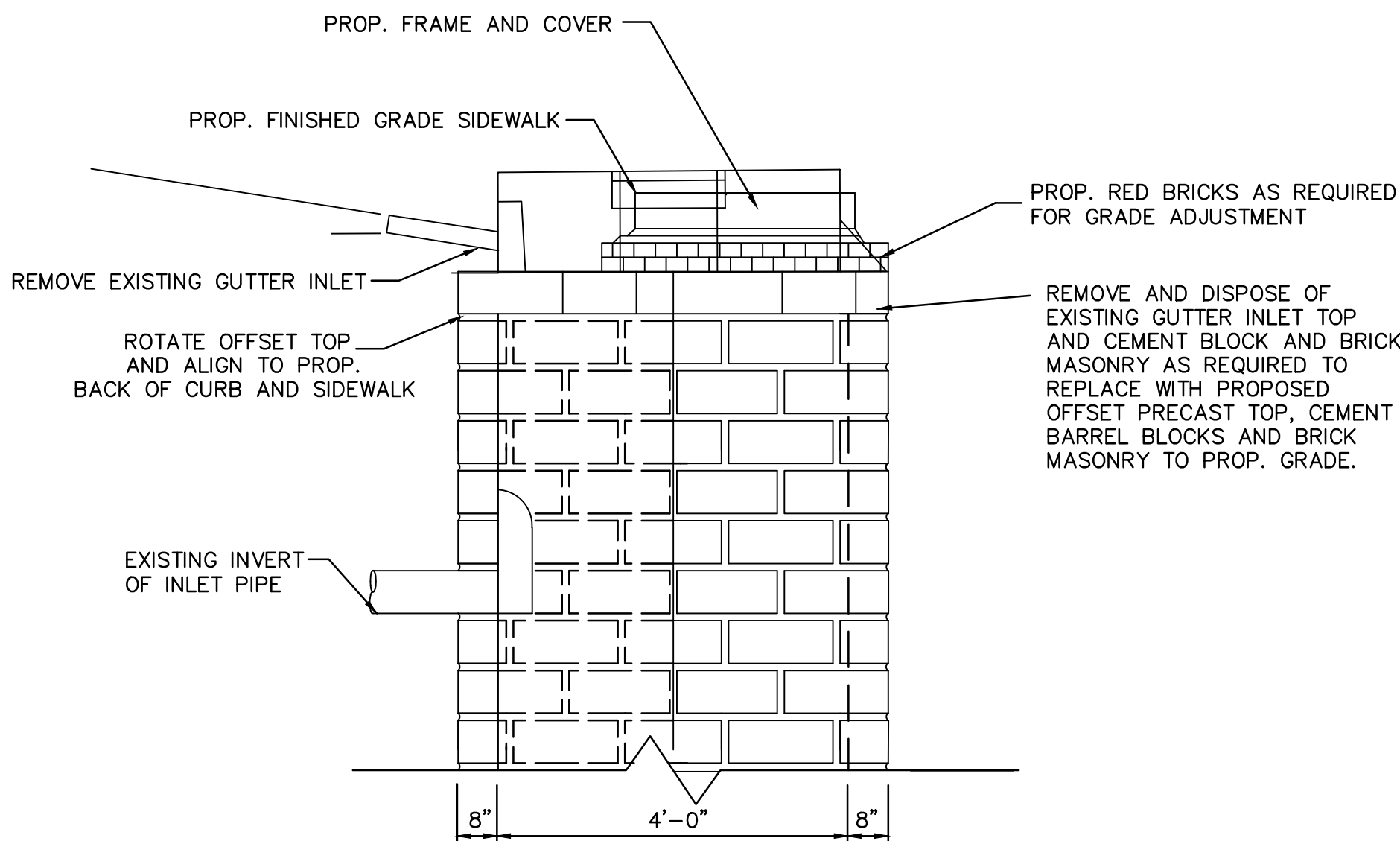
SEDIMENTATION CONTROL SYSTEM – THE SEDIMENTATION CONTROL SYSTEM SHALL CONSIST OF STRAW FILTER TUBES. THE SEDIMENTATION CONTROL SYSTEM SHALL BE INSTALLED IMMEDIATELY AFTER A CUT SLOPE HAS BEEN GRADED, BEFORE A FILL SLOPE HAS BEEN CREATED, AND AS INDICATED ON THE PLANS. DESIGN THE SYSTEM TO INTERCEPT SILT AND SEDIMENT BEFORE IT REACHES THE WETLANDS OR WATERCOURSES. DEPOSITS OF SEDIMENT AND SILT ARE TO BE PERIODICALLY REMOVED FROM THE UPSTREAM SIDE OF THE FENCE. THIS MATERIAL IS TO BE SPREAD AND STABILIZED IN AREAS NOT SUBJECT TO EROSION, OR IN AREAS WHICH ARE NOT TO BE PAVED OR BUILT ON. THE SEDIMENTATION CONTROL SYSTEM IS TO BE REPLACED AS NECESSARY TO PROVIDE PROPER FILTERING ACTION. THE SYSTEM IS TO REMAIN IN PLACE AND BE MAINTAINED TO INSURE EFFICIENT SILTATION CONTROL UNTIL ALL AREAS ABOVE THE FENCE ARE STABILIZED AND VEGETATION HAS BEEN ESTABLISHED.

STRAW FILTER TUBES (IN ADDITION TO CRUSHED STONE) USED FOR EROSION CONTROL SHALL BE RINGED AT CATCH BASINS LOCATED IN AREAS THAT WILL NOT BE PAVED AND WHERE SEDIMENT MAY ENTER THE CATCH BASIN OR AS DIRECTED BY THE RESIDENT ENGINEER. DEPOSITS OF SEDIMENT AND SILT ARE TO BE PERIODICALLY REMOVED FROM THE UPSTREAM SIDE OF THE EROSION CHECKS. THIS MATERIAL IS TO BE SPREAD AND STABILIZED IN AREAS NOT SUBJECT TO EROSION, OR IN AREAS WHICH ARE NOT TO BE PAVED OR BUILT ON. STRAW FILTER TUBES ARE TO BE REPLACED AS NECESSARY TO PROVIDE PROPER FILTERING ACTION. THE SYSTEM IS TO REMAIN IN PLACE AND BE MAINTAINED TO INSURE EFFICIENT SILTATION CONTROL UNTIL ALL AREAS ABOVE THE EROSION CHECKS ARE STABILIZED AND VEGETATION HAS BEEN ESTABLISHED.

SILT SACK – SILT SACKS SHALL BE PLACED WITHIN ALL CATCH BASINS PRIOR TO CONSTRUCTION OR IMMEDIATELY AFTER INSTALLATION OF NEW CATCH BASINS. DEPOSITS OF SEDIMENT ARE TO BE PERIODICALLY REMOVED DURING CONSTRUCTION AND SPREAD AS DESCRIBED ABOVE. SILT SACKS SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETE AND SURROUNDING AREAS ARE STABILIZED.

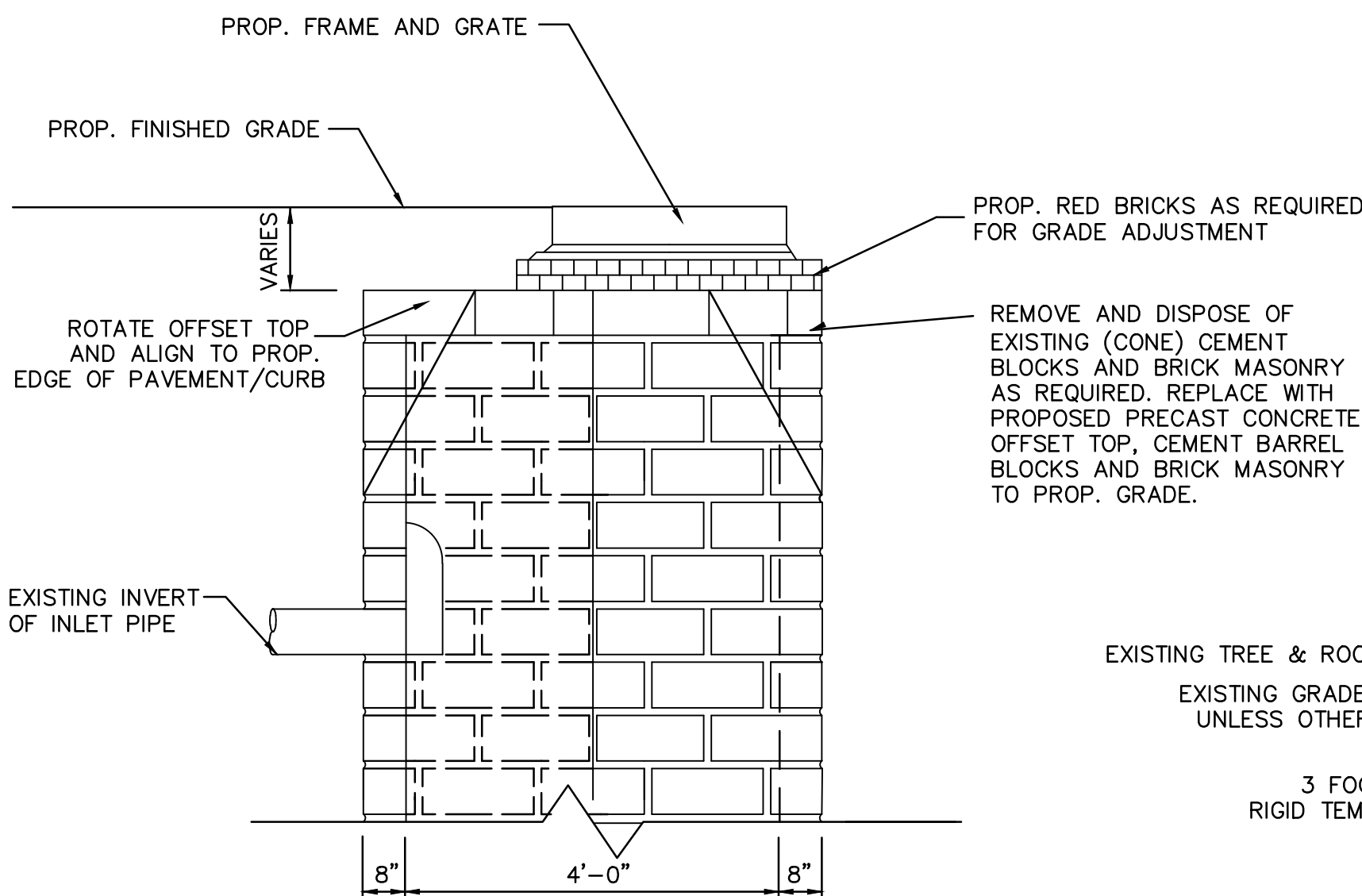
IN ALL AREAS, REMOVAL OF TREES, BUSHES, AND OTHER VEGETATION, AND DISTURBANCE TO THE SOIL, IS TO BE KEPT TO AN ABSOLUTE MINIMUM WHILE ALLOWING PROPER DEVELOPMENT OF THE SITE.

DEWATERING OF GROUNDWATER MAY BE NECESSARY DURING CONSTRUCTION. ALL DEWATERING ACTIVITIES SHALL BE CONDUCTED IN A MANNER THAT WILL NOT INTRODUCE SILT, SEDIMENT, CONTAMINATION, ETC. INTO A WETLAND RESOURCE AREA OR AN ADJACENT UPLAND RESOURCE AREA. DISCHARGED GROUNDWATER SHALL BE PROPERLY DETAINED, SETTLED, FILTERED OR OTHERWISE TREATED PRIOR TO ENTERING A WETLAND RESOURCE AREA OR AN ADJACENT UPLAND RESOURCE AREA (SEE DEWATERING DETAIL).



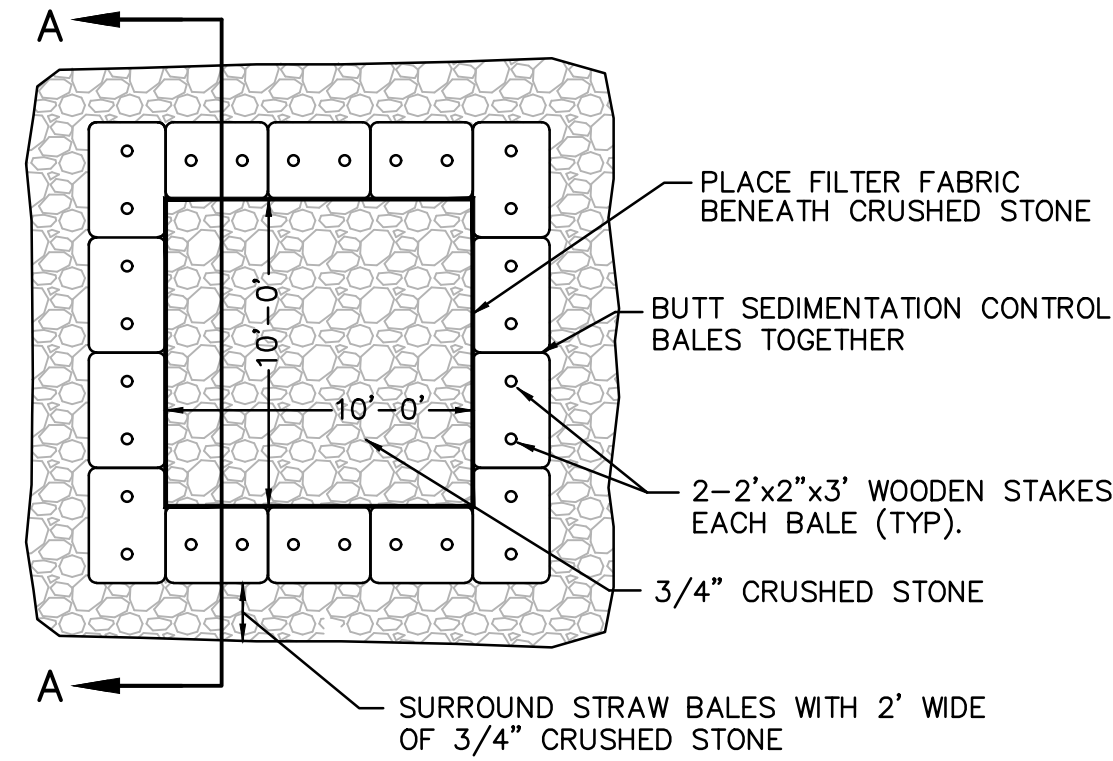
- NOTES:
- 1.) PROP. FRAME AND COVER TO BE LOCATED WITHIN GRASS STRIP AND SIDEWALK.
  - 2.) REMOVE EXISTING GUTTER INLET TOP AND BARREL BLOCKS AS REQUIRED AND REPLACE WITH THE OFFSET PRECAST CONCRETE TOP AND BRICK MASONRY.
  - 3.) INCLUDE PAYMENT FOR THIS WORK AND MATERIALS UNDER MISCELLANEOUS WORK ITEM 7B OF THIS CONTRACT.

CONVERT GUTTER INLET TO MANHOLE DETAIL – STATION 7+17(R)  
NOT TO SCALE

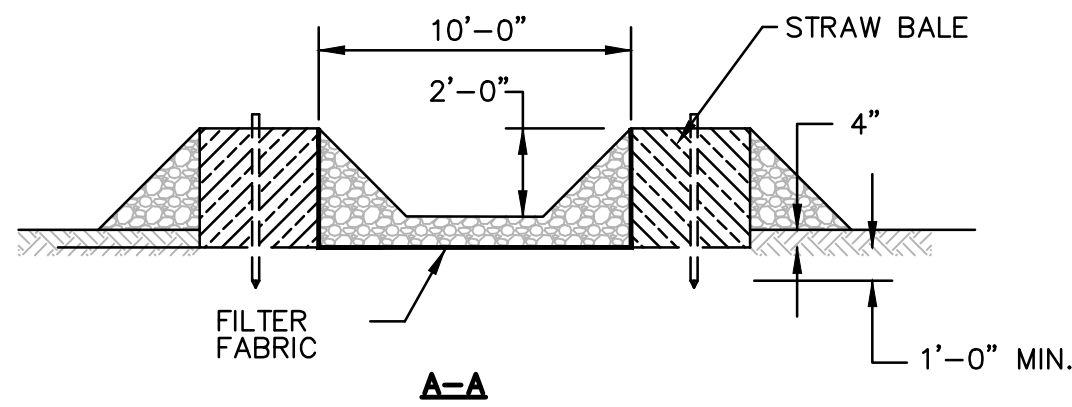


- NOTES:
- 1.) PROP. FRAME AND COVER TO BE LOCATED TO PROPOSED 23' WIDTH EDGE OF PAVEMENT NORTH SIDE ONLY.
  - 2.) REMOVE EXISTING CONE (CLOSING) BARREL BLOCKS AS REQUIRED AND REPLACE WITH PROPOSED BARREL BLOCKS, OFFSET PRECAST CONCRETE SLAB TOP AND BRICK MASONRY.
  - 3.) INCLUDE PAYMENT FOR THIS WORK AND MATERIALS UNDER MISCELLANEOUS WORK ITEM 7B OF THIS CONTRACT.

CATCH BASIN REMODEL DETAIL – STATION 6+66(L) & 7+23(L)  
NOT TO SCALE



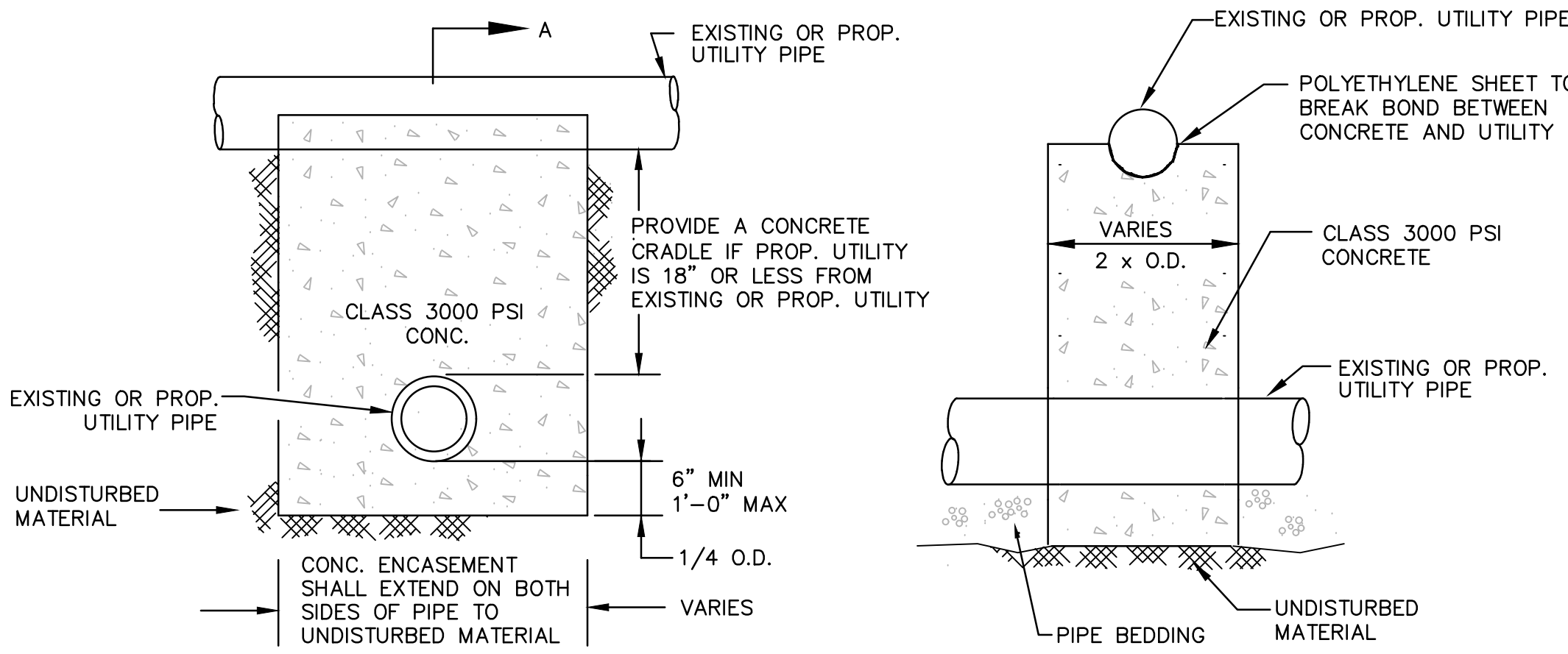
PLAN



NOTE:  
SILT BAGS, FILTERS, AND TANKS MAY BE USED AS AN ALTERNATIVE TO, OR IN COMBINATION WITH A SEDIMENT BASIN.

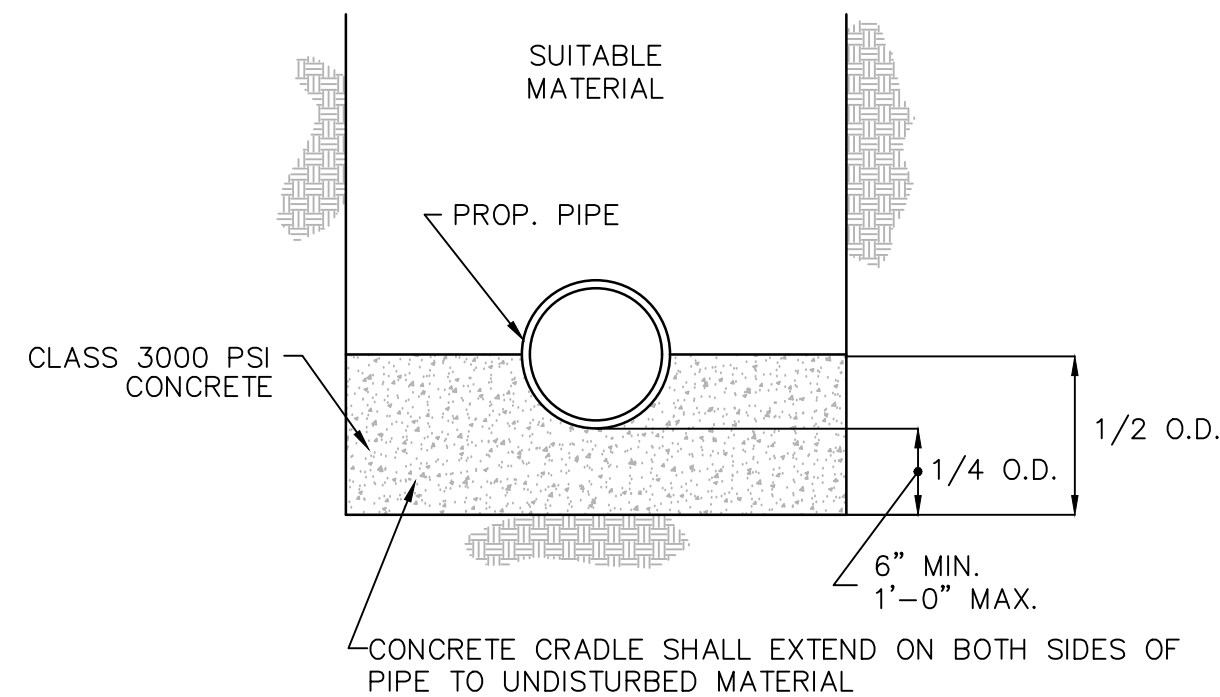
SEDIMENTATION CONTROL SYSTEM  
FOR ONSITE DEWATERING

N.T.S.



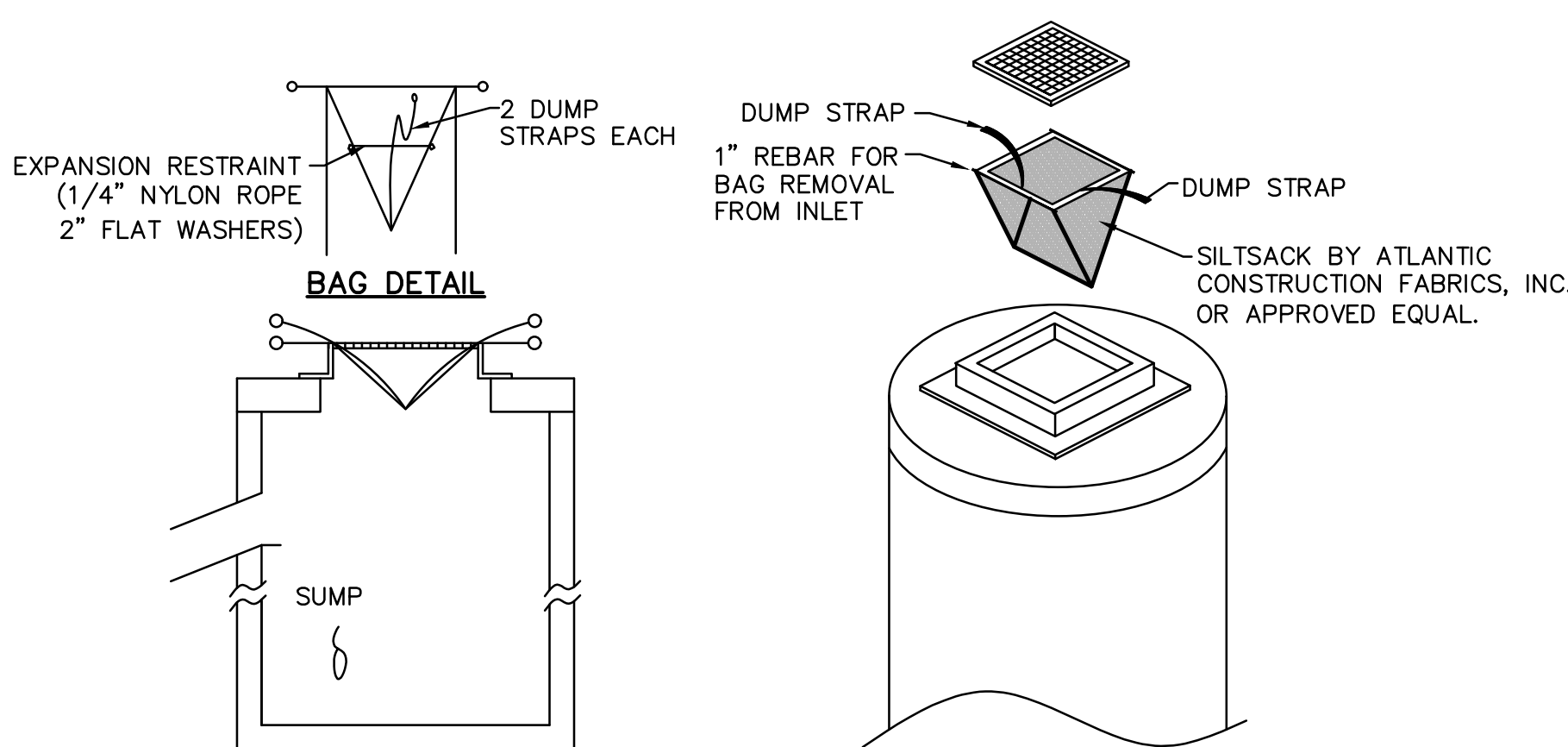
SECTION A-A

CONCRETE UTILITY SUPPORT  
NOT TO SCALE



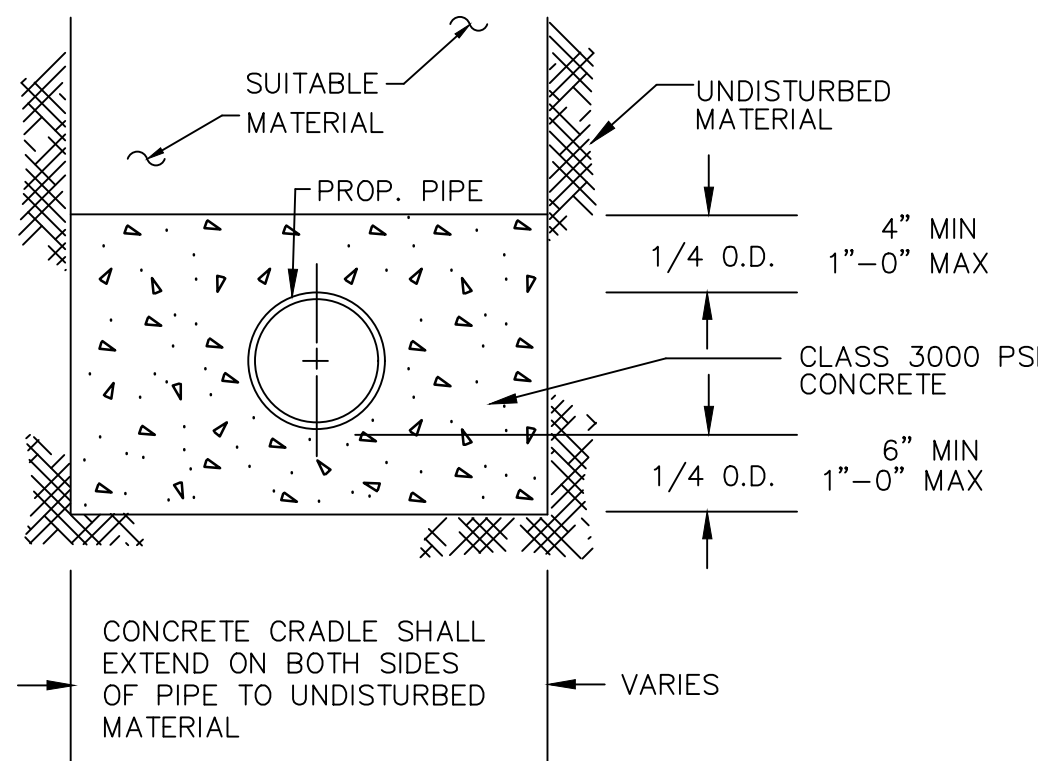
- NOTES:
1. CONCRETE CRADLE OR ENCASEMENT SHALL TERMINATE AT PIPE JOINTS.
  2. PIPE SHALL BE BRACED TO PREVENT MOVEMENT WHILE CONCRETE IS POURED.

CONCRETE CRADLE  
NOT TO SCALE

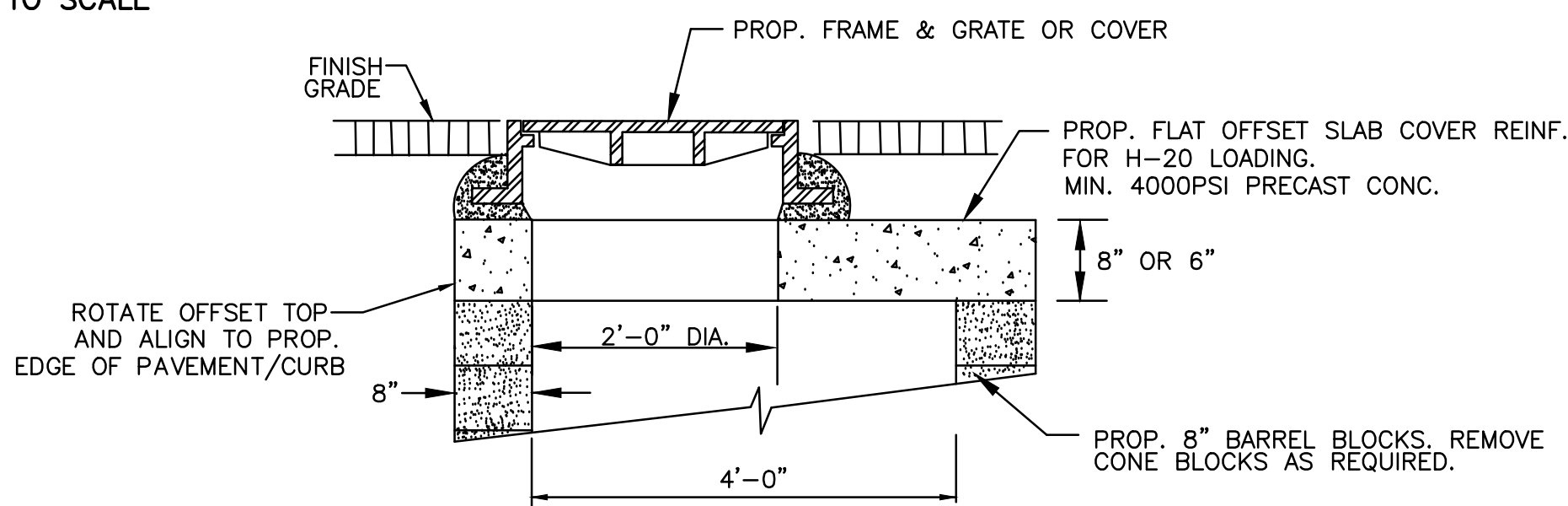


1. SILT SACKS SHALL BE INSTALLED IN ALL CATCH BASINS DURING CONSTRUCTION PERIOD.
2. INSPECTION SHALL BE WEEKLY AND REPAIR/REPLACEMENT MADE PROMPTLY AS NEEDED.
3. SILT SACKS SHALL BE KEPT CLEAN AND FREE OF DEBRIS.

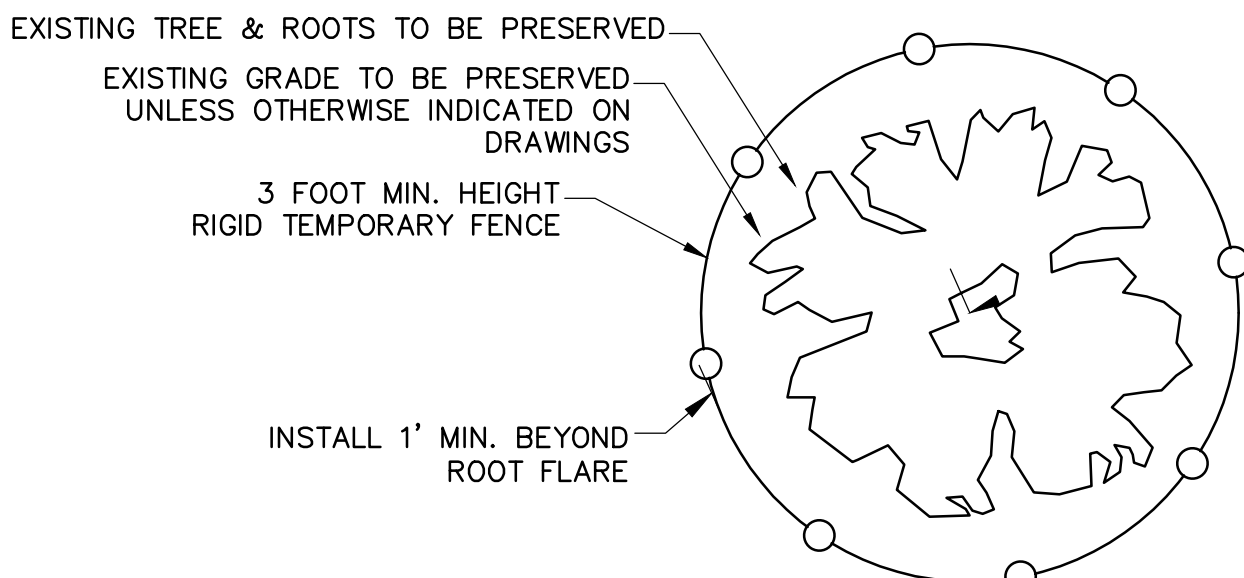
SILTSACK DETAIL  
N.T.S.



CONCRETE DAMS &  
CONCRETE ENCASEMENT  
NOT TO SCALE

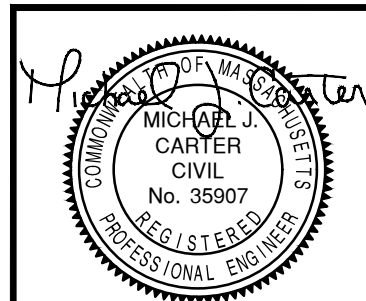


OFFSET TOP FOR REMODELING AND CONVERTING WORK  
STATION 6+66(L), 7+17(R) & 7+23(L)  
NOT TO SCALE



- NOTES:
1. FENCING TO BE INSTALLED AROUND PERIMETER OF ALL EXISTING TREES WITHIN THE LIMIT OF WORK.
  2. FENCING SHALL REMAIN IN PLACE AND BE MAINTAINED THROUGHOUT CONSTRUCTION AND THEN REMOVED COMPLETELY.

TREE AND ROOT PROTECTION FENCING  
N.T.S.



06/25/2025

BID SET

TOWN OF FAIRHAVEN, MASSACHUSETTS  
HEDGE STREET – PHASE IV

MISCELLANEOUS DETAILS V

GCG ASSOCIATES, INC.

WILMINGTON

MASSACHUSETTS

SCALE: AS NOTED

DATE: JUNE 25, 2025

JOB NO./FILE NAME:

2487-DETAILS.DWG

DESIGNED BY: J.T.C.

DRAWN BY: J.T.C.

CHECKED BY: M.J.C.

PLAN NO.

11 of 12



TEMPORARY BYPASS PIPING NOTES

1.

ALL STREETS WILL REQUIRE THE EXISTING WATER MAIN TO BE REMOVED AND/OR ABANDONED IN PLACE. TEMPORARY BYPASS WATER MAIN AND SERVICES WILL BE REQUIRED AS SPECIFIED OR AS DETERMINED NECESSARY BASED UPON EXACT LOCATION OF EXISTING WATER MAIN DETERMINED BY TEST HOLES. IF THE PROPOSED WATER MAIN IS PLANNED TO BE INSTALLED WITHIN 3 FEET OF THE EXISTING WATER MAIN, THE ENGINEER CAN REQUIRE THE USE OF TEMPORARY BYPASS WATER MAIN AND SERVICES. THIS WILL BE ADDRESSED WHEN THE BYPASS PLAN IS SUBMITTED.
2.

PRIOR TO STARTING ANY WORK THAT WILL AFFECT SERVICE TO CUSTOMERS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND THE CUSTOMERS TWO DAYS PRIOR TO SHUTDOWN.
3.

TEMPORARY BYPASS PIPING PLAN SHALL BE DESIGNED BY THE CONTRACTOR, INCLUDING LAYOUT OF THE BYPASS PIPING, TEMPORARY SERVICE LINES TO ALL CUSTOMERS, THE SPECIFIED BYPASS PIPE DIAMETER TO BE USED IN EACH LOCATION, AND THE TYPE AND LOCATION OF TEMPORARY FIRE HYDRANTS. THE BYPASS PIPING, IN MOST CASES, WILL BE LAID ABOVE GROUND AND SHALL BE 4" AND 2" AS REQUIRED. PAYMENT FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING BYPASS PIPING WILL BE PAID FOR UNDER THE ASSOCIATED TEMPORARY BYPASS ITEM(S).
4.

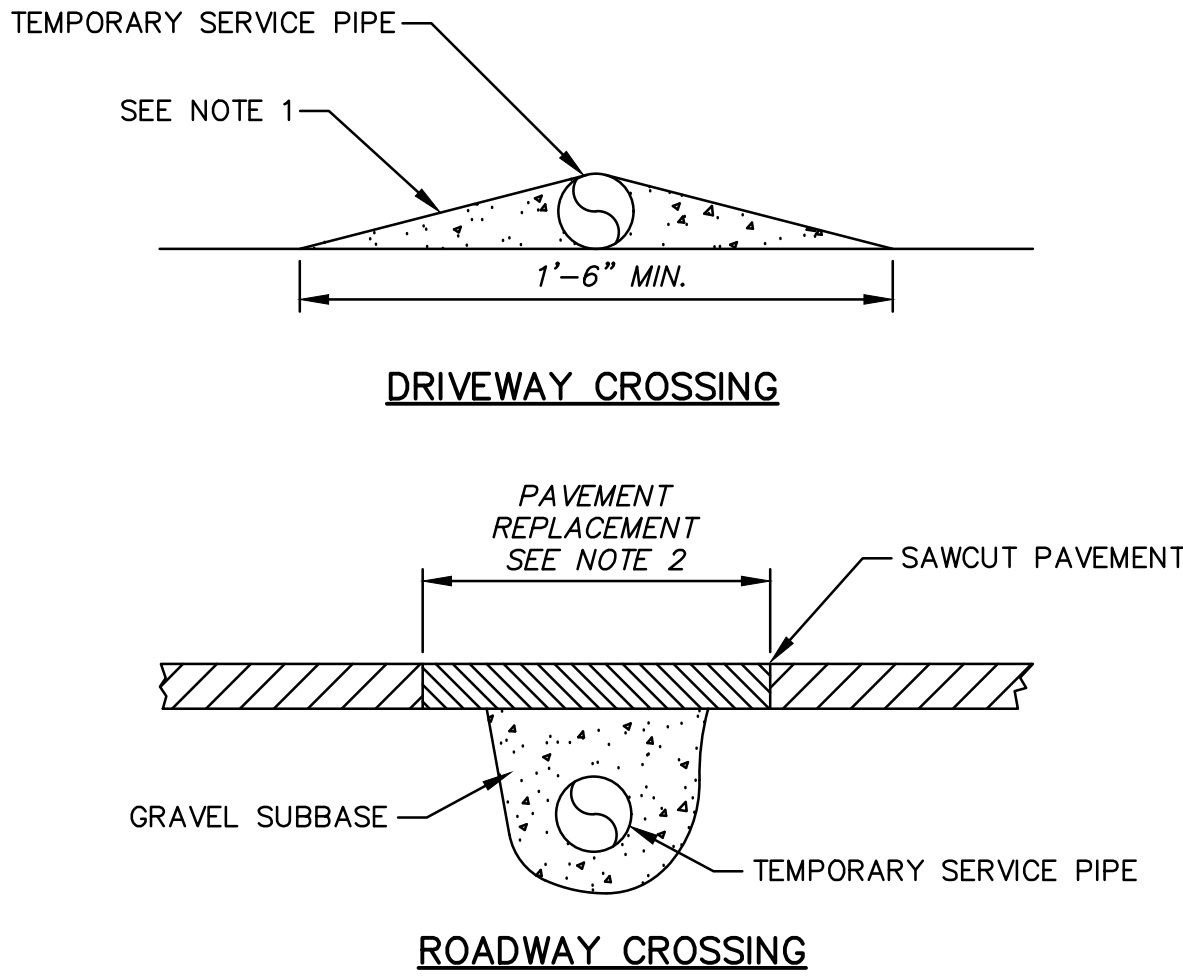
THE STATIC PRESSURE IS APPROXIMATELY 105 PSI IN THE PRINGLE STREET AREA AND 98 PSI IN THE COUNTY ROAD AREA. THE CONTRACTOR SHALL COORDINATE WITH THE WATER CUSTOMER TO DETERMINE IF A PRESSURE REDUCING VALVE IS PRESENT INTERNALLY AND DETERMINE WHETHER THE LOCATION OF THE TEMPORARY BYPASS CONNECTION (TYPE A OR C) WILL INCREASE THE INTERNAL PRESSURE TO THE WATER USER. THE CONTRACTOR SHALL FURNISH AND INSTALL A PRESSURE REDUCING VALVE WITH THE BYPASS CONNECTION (TYPE A OR C) WHEN AN INCREASE IN PRESSURE WOULD RESULT WITHOUT ONE. THE PRESSURE REDUCING VALVE SHALL BE SET TO MAINTAIN THE REDUCED INTERNAL PRESSURE PRESENT PRIOR TO CONNECTING TO THE TEMPORARY BYPASS SYSTEM.
5.

THREE COPIES OF PROPOSED PLANS FOR THE DESIGN OF THE TEMPORARY WATER BYPASS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL AT THE PRE-CONSTRUCTION MEETING. THE ENGINEER SHALL MAKE THE FINAL DECISION AS TO THE ROUTING AND SIZES OF ALL BYPASS LINES, BEFORE ANY BYPASS IS INSTALLED.
6.

THE TEMPORARY BYPASS PIPING SHALL BE INSTALLED, TESTED AND APPROVED PRIOR TO THE REMOVAL OF THE EXISTING WATER MAIN AND THE INSTALLATION OF THE PROPOSED WATER MAIN.
7.

THE CONTRACTOR SHALL USE CRUSHER-RUN MATERIAL (3/4"-1/4" STONE MIXED WITH STONE DUST) AT ALL DRIVEWAYS TO RAMP OVER THE BYPASS PIPING. AT CROSS STREETS, PIPING SHALL BE PLACED BELOW PAVING GRADE AND COVERED.
8.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL AFFECTED WATER CUSTOMERS, IN WRITING, OF SHUTTING OFF SERVICE AT LEAST TWO DAYS PRIOR TO SHUTDOWN. NOTICE CARDS WILL BE FURNISHED BY THE CONTRACTOR WHICH WILL INCLUDE THE HOURS OF SHUTDOWN AND NOTE THAT A TEMPORARY RUSTY WATER CONDITION MAY EXIST. NOTICE CARDS WILL ALSO HAVE SPACE FOR THE CONTRACTOR TO FILL IN THE SPECIFIC DATES FOR EACH SHUTDOWN. THE WORK SHALL BE SCHEDULED IN SECTIONS, AS APPROVED BY THE ENGINEER, AS IT IS NECESSARY TO ALLOW FOR COMPLETION OF THE WORK AND RESTORATION OF SERVICE TO THE CUSTOMER WITHIN THE TIMES SPECIFIED BY THE ENGINEER.

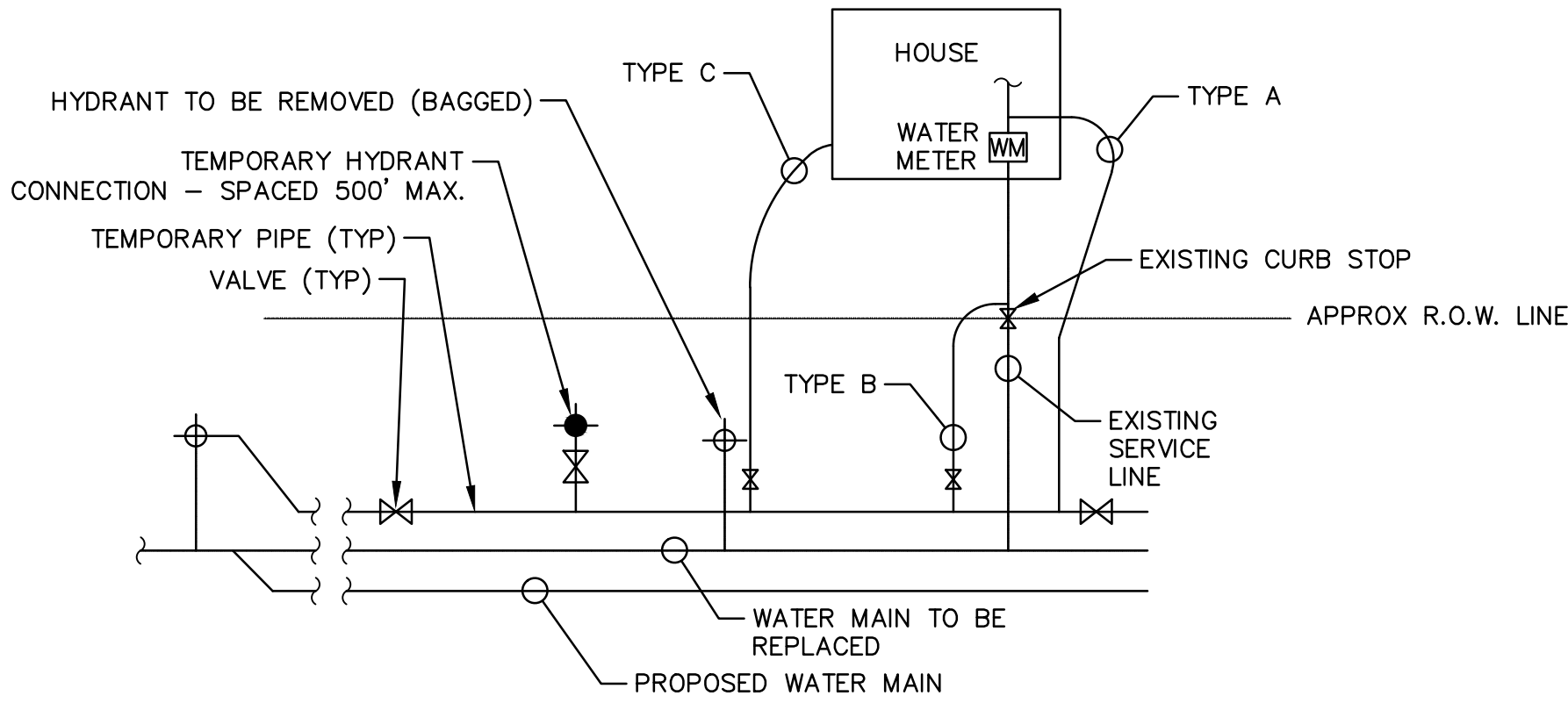


- NOTES:
1.

THE CONTRACTOR SHALL USE CRUSHER-RUN MATERIAL (3/4"-1/4" STONE MIXED WITH STONE DUST) AT ALL DRIVEWAYS TO RAMP OVER THE BYPASS PIPING.
2.

AT CROSS STREETS, PIPING SHALL BE PLACED BELOW PAVING GRADE AND COVERED. ONCE THE BYPASS PIPING IS REMOVED THE CONTRACTOR SHALL PAVE THE OPENING PER THE PERMANENT TRENCH PAVEMENT DETAIL (MILL AND OVERLAY) (TOWN ROADWAY) DETAIL.

TEMPORARY SERVICE  
PIPE CROSSING DETAIL  
N.T.S.



- CONNECTION TYPE A - TEMPORARY SERVICE HOSE WITH METER REMOVED  
CONNECTION TYPE B - TEMPORARY SERVICE HOSE AT EXISTING CURB STOP  
CONNECTION TYPE C - TEMPORARY SERVICE HOSE AT OTHER SUITABLE LOCATION

TYPICAL TEMPORARY SERVICE PIPE DETAIL  
N.T.S.

BID SET

TOWN OF FAIRHAVEN, MASSACHUSETTS  
HEDGE STREET - PHASE IV

WATER SYSTEM BYPASS PLAN  
ALTERNATE

GCG ASSOCIATES, INC.

WILMINGTON

MASSACHUSETTS

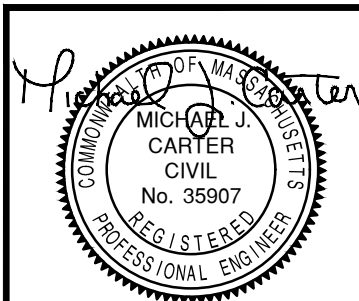
SCALE: AS NOTED

DATE: JUNE 25, 2025

JOB NO. \FILE NAME:  
2487-DETAILS.DWG

DESIGNED BY: J.T.C.  
DRAWN BY: J.T.C.  
CHECKED BY: M.J.C.

PLAN NO.  
12 of 12



06/25/2025